SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

101

TIME TABLE

FOR THE

COAST DIVISION

To Take Effect Tuesday, June 15, 1915, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

H. V. PLATT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS																				Distance from San Francisco	Time Table No. 101 June 15, 1915
	46	102 ✓	44	70 ✓	86	30 ✓	510	558	28 ✓	62	40	38	24 ✓	84 ✓	22 ✓	78 ✓	36	32 ✓	34	508		
	San Jose Way Pass.	Sunset Limited	San Jose Way Pass.	Santa Cruz Limited	Mayfield Way Pass.	Watsonville Junction Passenger	Milk Train	San Jose Passenger	Del Monte Express	San Jose Passenger	San Jose Way Pass.	Mayfield Way Pass.	San Luis Obispo Way Pass.	Scenic Local	Coaster	Shore Line Limited	San Jose Way Pass.	Watsonville Junction Passenger	Express	Milk Train		
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		STATIONS
	5.05PM	5.00PM	4.20PM	4.10PM	3.25PM	3.00PM			2.10PM	1.20PM	11.40AM	10.40AM	9.00AM	8.10AM	8.05AM	8.00AM	7.00AM	6.30AM	4.25AM		0.0	DNR **SAN FRANCISCO** 1.9
	s																				1.9	23D STREET 0.3
																					2.2	ARMY STREET 0.9
	s																				3.1	14TH AVENUE 2.1
Yard	5.18	5.11	4.31	4.21	3.36	3.11			2.21	1.31	11.51	10.51	9.11	8.21	8.16	8.11	f 7.11	6.41	s 4.36		5.2	BAY SHORE 1.3
											f						f				6.5	VISITACION 2.8
Yard	s 5.24	5.17	s 4.36	4.26	3.41	s 3.17			2.26	s 1.37	s 11.58AM	s 10.58	9.17	s 8.28	8.21	8.16	s 7.17	s 6.47	s 4.43		9.3	D SO. S. FRANCISCO 1.1
Y																					10.4	**TANFORAN WYE** 0.6
	s 5.28	5.20	s 4.40	4.29	3.44	3.20			2.29	s 1.41	s 12.02PM	s 11.02	9.20	s 8.31	8.24	8.19	s 7.21	f 6.51	s 4.47		11.0	RP **SAN BRUNO** 1.1
										f		f							f		12.1	LOMITA PARK 0.8
																					12.9	AQUA (Spur) 0.8
50	5.32	5.24	f 4.45	4.33	3.48	3.24			2.33	f 1.46	s 12.07	f 11.06	9.24	f 8.35	8.28	8.23	f 7.25	f 6.55	s 4.52		13.7	MILLBRAE 1.4
			f							f	f	f		f			f		s		15.1	EASTON (Spur) 1.2
	s 5.36		s 4.51		s 3.52	s 3.28				s 1.53	s 12.13	s 11.12	s 9.28	s 8.41			s 7.33	s 7.00	s		16.3	BURLINGAME (Spur) 0.5
																					16.8	HOWEST (Spur) 1.1
90 W	s 5.40	5.30	s 4.57	4.39	s 3.55	s 3.32			2.40	s 1.57	s 12.18	s 11.17	s 9.32	s 8.46	8.34	8.29	s 7.38	s 7.04	s 5.06		17.9	SAN MATEO 1.0
			f									f					f				18.9	LESLIE (Spur) 0.8
																					19.7	ROMAC (Spur) 0.6
										f	f			f				f	s		20.3	BERESFORD 1.6
			s 5.04			s 3.38				s 2.05	s 12.26	s 11.26	f	f 8.54			s 7.47	f 7.12	s 5.18		21.9	BELMONT (Spur) 0.8
																					22.7	PUMORK (Spur) 0.5
57	f 5.48	5.37	f 5.08	4.46	4.03	f 3.41			2.47	f 2.08	f 12.30	f 11.31	f 9.41	f 8.57	8.41	8.36	f 7.50	f 7.15	s 5.23		23.2	SAN CARLOS 2.2
166 Y	s 5.53	5.41	s 5.13	4.49	s 4.06	s 3.46			2.51	s 2.14	s 12.36	s 11.37	s 9.45	s 9.02	8.44	8.39	s 7.55	s 7.20	s 5.28		25.4	DNR **REDWOOD CITY** 2.4
57	s 5.58	5.44	s 5.18	4.52	4.09	s 3.51			2.54	f 2.19	f 12.41	f 11.42	9.48	f 9.07	8.47	8.42	f 8.00	f 7.25	s 5.35		27.8	ATHERTON 1.1
	s		s		s	s				s	s	s	s	f			s	s	s		28.9	MENLO PARK (Spur) 1.2
	s 6.06		s 5.28		s 4.15	s 3.58				s 2.27	s 12.50	s 11.50	s 9.54	s 9.14			s 8.07	s 7.31	s		30.1	PALO ALTO (Spur) 1.7
56 WY	s 6.09	5.51	s 5.32	s 4.57PM	s 4.18PM	s 4.01			3.01	s 2.32	s 12.54	s 11.54AM	s 9.58	s 9.20AM	8.52	8.47	s 8.12	s 7.35	s 5.50		31.8	DR **MAYFIELD** 3.0
			f	Via Los Altos			Via Newark	Via Newark						Via Los Altos			f	f	f	Via Newark	34.8	CASTRO 1.3
55	s 6.17	5.57	s 5.41			s 4.08			3.07	s 2.39	s 1.03		s 10.05		8.58	8.53	s 8.20	s 7.42	s 6.00		36.1	MOUNTAIN VIEW 2.7
			s 5.46			s 4.13				s 2.44	s 1.09		s 10.10				s 8.25	s 7.47	s		38.8	SUNNYVALE (Spur) 2.0
55	f 6.25	6.03	f 5.51			f 4.18			3.13	f 2.48	f 1.14		10.13		9.04	8.59	f 8.29	f 7.51	s 6.17		40.8	LAWRENCE 3.5
Yard	s 6.31	6.08	s 5.57			s 4.24			3.18	s 2.55	s 1.22		s 10.20		9.09	9.04	s 8.34	s 7.57	s 6.26		44.3	D SANTA CLARA 1.4
I			f				3.55PM	3.40PM		f	f						f	f	s	5.50AM	45.7	R **COLLEGE PARK** 0.1
																					45.8	S. P. C. Crossing 1.1
Yard ITWFO	s 6.38PM	s 6.15PM	s 6.05PM			s 4.30PM	s 4.00PM	s 3.45PM	s 3.25PM	s 3.03PM	s 1.30PM		s 10.30AM		s 9.15AM	s 9.10AM	s 8.43AM	s 8.05AM	s 6.35AM	s 5.55AM	46.9	DNRP **SAN JOSE**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)
	(1.33)	(1.15)	(1.45)	(0.47)	(0.53)	(1.30)	(0.05)	(0.05)	(1.15)	(1.43)	(1.50)	(1.14)	(1.30)	(1.10)	(1.10)	(1.10)	(1.43)	(1.35)	(2.10)	(0.05)		..............Time over District.
	30.25	37.52	26.80	40.60	36.00	31.26	14.40	14.40	37.52	27.32	25.59	25.78	31.26	27.25	40.20	40.20	27.32	29.62	21.64	14.40		..............Average speed per hour.

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ NOTE.—See pages 3, 4 and 5 for additional trains between San Francisco and San Jose.

ADDITIONAL STOPS.

Nos. 34 and 38 stop on signal at Visitacion Sunday.
No. 40 stop on signal at Castro Sunday.
No. 62 stop on signal at Bay Shore and Visitacion Sunday.
No. 22 stop on signal at Palo Alto Sunday only to receive passengers for Watsonville Junction and east.
No. 102 stop on signal at any station to receive passengers for El Paso and east.
No. 30 stop on signal at Lomita Park, Saturday only.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Automatic Block — Double Track

Time Table No. 101 June 15, 1915		Distance from San Jose	FIRST CLASS																			
			33	**35**	**57**	**37**	**39**	**41**	**43**	**45**	**17**	**47**	**75**	**69**	**29**	**505**	**187**	**61**	**27**	**101**	**49**	**23**
			San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	Seashore Express	San Jose Way Pass.	The Lark	San Francisco Limited	San Francisco Passenger	San Francisco Passenger (Via Oakland)	Niles Passenger	San Francisco Way Pass.	Del Monte Express	Sunset Limited	Mayfield Way Pass.	San Luis Obispo Way Pass.
	STATIONS		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DNR	**SAN FRANCISCO** 1.9	46.9	6.30AM		7.25AM	7.35AM	8.00AM	8.20AM	8.40AM	9.00AM		9.40AM	9.45AM	9.50AM	10.10AM			11.45AM	12.30PM	1.00PM	2.00PM	4.00PM
	23D STREET 0.3	45.0	s		s																	
	ARMY STREET 0.9	44.7																				
	14TH AVENUE 2.1	43.8	s		s																	
	BAY SHORE 1.3	41.7	s 6.15	Via Ocean View	7.08	7.22	7.49	8.09	8.29	8.49		9.29	9.34	9.39	9.59			11.34	12.18	12.48	1.49	3.48
	VISITACION 2.8	40.4			f																f	
D	SO. S. FRANCISCO 1.1	37.6	s 6.08		s 7.01	s 7.16	s 7.42	s 8.03	8.24	s 8.44		s 9.23	9.29	9.34	s 9.53			s 11.28	12.13	12.43	s 1.42	s 3.42
	TANFORAN WYE 0.6	36.5																				
RP	**SAN BRUNO** 1.1	35.9	s 6.03	s 6.45AM	s 6.54	7.13	s 7.38	8.00	8.21	s 8.40		s 9.19	9.26	9.31	9.50			s 11.24	12.10	12.40	s 1.37	3.38
	LOMITA PARK 0.8	34.8	f		f		f			f								f			f	
	AQUA 0.8	34.0																				
	MILLBRAE 1.4	33.2	s 5.58	f 6.35	s 6.48	7.09	s 7.30	7.56	8.17	8.35		s 9.15	9.22	9.27	9.46			f 11.19	12.05PM	12.36	f 1.31	3.33
	EASTON 1.2	31.8	f	f	f	s	s	s		s		f						f			f	
	BURLINGAME 0.5	30.6	s 5.53	s 6.28	s 6.41	s 7.02	s 7.24	s 7.50	s 8.12	s 8.29		s 9.08			s 9.41			s 11.13			s 1.25	s 3.29
	HOWEST 1.1	30.1																				
	SAN MATEO 1.0	29.0	s 5.48	s 6.24	s 6.37	s 6.57	s 7.20	s 7.45	s 8.07	s 8.25		s 9.03	9.15	9.21	s 9.36			s 11.08	s 11.57AM	12.29	s 1.21	s 3.25
	LESLIE 0.8	28.0				f		s										f			f	
	ROMAC 0.6	27.2																				
	BERESFORD 1.6	26.6	f	s	f		f		f			f									f	
	BELMONT 0.8	25.0	s 5.41	f 6.12		s 6.49	f	s 7.37		s 8.18		s 8.52						f 10.58			s 1.12	f
	PUMORK 0.5	24.2																				
	SAN CARLOS 2.2	23.7	f 5.38	s 6.09	6.28	f 6.46	f 7.09	s 7.34	7.58	f 8.15		f 8.48	9.08	9.14	9.28			f 10.55	11.48	12.22	f 1.09	3.16
DNR	**REDWOOD CITY** 2.4	21.5	s 5.34	s 6.04	s 6.24	s 6.41	s 7.05	s 7.29	s 7.54	s 8.11		s 8.45	9.05	9.11	s 9.24			s 10.50	s 11.44	12.19	s 1.05	s 3.12
	ATHERTON 1.1	19.1	f 5.29	5.59	f 6.19	6.36	7.01	s 7.24	s 7.49	f 8.06		f 8.39	9.02	9.08	f 9.19			f 10.44	11.39	12.14	f 1.00	3.07
	MENLO PARK 1.2	18.0	s	s		s	s	s	s	s		s			s			s			s	f
	PALO ALTO 1.7	16.8	s 5.23	s 5.51	s 6.15	s 6.31	s 6.56	s 7.18	s 7.43	s 7.59		s 8.35			s 9.13			s 10.36	s 11.35		s 12.54	s 3.01
DR	**MAYFIELD** 3.0	15.1	f 5.20	f 5.46	s 6.11	6.27	s 6.52	s 7.14	s 7.39	s 7.55		s 8.30	8.56	9.03AM	9.10			s 10.30	11.32	12.08	12.50PM	2.57
	CASTRO 1.3	12.1			f			f										f				
	MOUNTAIN VIEW 2.7	10.8	s 5.14	s 5.40	s 6.04	s 6.21	s 6.45	s 7.06	s 7.31	s 7.49	Via Newark	s 8.24	8.50	Via Los Altos	9.04	Via Newark	Via Newark	s 10.21	11.26	12.02PM		s 2.51
	SUNNYVALE 2.0	8.1	s 5.10	s 5.32		s 6.16	s 6.40	s 7.01		s 7.45		s 8.18						s 10.15				f
	LAWRENCE 3.5	6.1	f 5.07	f 5.28	5.57	f 6.12	6.37	f 6.57	7.25	7.41		f 8.13	8.43		8.58			f 10.09	11.16	11.55AM		2.43
D	SANTA CLARA 1.4	2.6	s 5.01	s 5.21	s 5.51	s 6.06	s 6.31	s 6.51	7.20	s 7.36		s 8.07	8.38		s 8.53			s 10.03	s 11.10	11.50		s 2.37
R	**COLLEGE PARK** 0.1	1.2	f							f	f 8.00AM	f				s 8.55AM	s 9.15AM	f				
	S. P. C. Crossing 1.1	1.1																				
DNRP	**SAN JOSE**	0.0	4.55AM	5.15AM	5.45AM	6.00AM	6.25AM	6.45AM	7.15AM	7.30AM	7.55AM	8.00AM	8.33AM		8.47AM	8.50AM	9.10AM	9.55AM	11.04AM	11.45AM		2.30PM
	(46.9)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(1.35)	(1.30)	(1.40)	(1.35)	(1.35)	(1.35)	(1.25)	(1.30)	(0.05)	(1.40)	(1.12)	(0.47)	(1.23)	(0.05)	(0.05)	(1.50)	(1.26)	(1.15)	(1.10)	(1.30)
	Average speed per hour		29.62	23.93	28.14	29.62	29.62	29.62	33.10	31.26	14.40	28.14	39.08	40.60	33.90	14.40	14.40	25.35	32.72	37.52	27.25	31.26

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ **NOTE.—See pages 2, 4 and 5 for additional trains between San Jose and San Francisco.**

ADDITIONAL STOPS.
- No. 37 stop at 14th Avenue and 23d Street Sunday to discharge passengers.
- Nos. 43 and 47 Sunday stop on signal at stations not indicated as regular stops.

ADDITIONAL STOPS.
- No. 35 stop on signal at Lomita Park Sunday.
- No. 27 stop on signal at Lawrence, Sunnyvale and Mountain View to receive funeral parties only, and stop at San Bruno to discharge funeral parties only.
- No. 69 stop at San Bruno to discharge funeral parties only.
- No. 75 stop at any station west of San Jose to discharge passengers from Santa Barbara or east thereof.
- No. 101 stop at any station to discharge passengers from El Paso and east.

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Time Table No. 101

June 15, 1915

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS					FIRST CLASS												Distance from San Francisco	STATIONS
	254	242	802	302	244	60	18	64	58	76	56	54	68	52	506	50	48		
	Ogden and Portland Manifest	Fresno Mdse. Freight	Way Freight	Way Freight	Manifest Freight	San Jose Way Pass.	Seashore Express	San Jose Way Pass.	San Jose Way Pass.	The Lark	San Jose Way Pass.	San Jose Passenger	Mayfield Way Pass.	San Jose Way Pass.	San Jose Passenger (Via Oakland)	Redwood City Way Pass.	San Jose Way Pass.		
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Saturday only	Leave Daily Except Sat. and Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		
	10.05PM	6.50PM		12.15AM	12.05AM	11.45PM		10.00PM	8.10PM	8.00PM	6.30PM	6.05PM	6.05PM	5.40PM		5.25PM	5.20PM	0.0	DNR **SAN FRANCISCO** 1.9
												s 6.11	s 6.11					1.9	23D STREET 0.3
												s 6.12	s 6.12					2.2	ARMY STREET 0.9
												s	s					3.1	14TH AVENUE 2.1
Yard						11.56PM		10.11	8.21	8.11	6.41	s 6.18	s 6.18	5.51		5.36	5.31	5.2	BAY SHORE 1.3
						f						s 6.20	s 6.20					6.5	VISITACION 2.8
Yard						s 12.02AM		s 10.16	s 8.27	8.17	s 6.47	s 6.25	s 6.25	s 5.58		5.42	5.37	9.3	D SO. SAN FRANCISCO 1.1
Y																		10.4	**TANFORAN WYE** 0.6
						s 12.05		s 10.19	s 8.31	8.20	s 6.51	s 6.30	s 6.30	s 6.02		5.45	5.40	11.0	RP **SAN BRUNO** 1.1
						f		f	f		f	f	f	s			s	12.1	LOMITA PARK 0.8
																		12.9	AQUA (Spur) 0.8
50						f 12.10		f 10.24	f 8.37	8.24	f 6.56	f 6.36	f 6.36	s 6.08			5.44	13.7	MILLBRAE 1.4
						f		f	f		f	f	f	s		s		15.1	EASTON (Spur) 1.2
						s 12.16		s 10.30	s 8.42		s 7.01	s 6.42	s 6.42	s 6.13		s 5.54		16.3	BURLINGAME (Spur) 0.5
																		16.8	HOWEST (Spur) 1.1
90 W						s 12.20		s 10.34	s 8.46	8.29	s 7.05	s 6.47	s 6.47	s 6.18		s 5.58	5.50	17.9	SAN MATEO 1.0
						f		f	f			f	f			s		18.9	LESLIE (Spur) 0.8
																		19.7	ROMAC (Spur) 0.6
						f		f	f		f			f		s		20.3	BERESFORD 1.6
						f 12.28		f 10.43	s 8.55		s 7.12	f 6.55	f 6.55	s 6.27		s 6.07		21.9	BELMONT (Spur) 0.8
																		22.7	PUMORK (Spur) 0.5
57						f 12.31		f 10.46	f 8.58	8.36	f 7.15	f 6.58	f 6.58	f 6.30		f 6.10	5.57	23.2	SAN CARLOS 2.2
166 Y	12.05AM	8.20PM				s 12.35		s 10.50	s 9.04	8.40	s 7.20	s 7.04	s 7.04	s 6.36		s 6.15PM	s 6.00	25.4	DNR **REDWOOD CITY** 2.4
57						f 12.40		f 10.54	f 9.10	8.43	f 7.25	f	f	f 6.41			s 6.05	27.8	ATHERTON 1.1
						s		s	s		s	s	s	s			s	28.9	MENLO PARK (Spur) 1.2
						s 12.47		s 11.01	s 9.16		s 7.32	s 7.15	s 7.15	s 6.47			s 6.13	30.1	PALO ALTO (Spur) 1.7
56 WY						s 12.50		s 11.04	s 9.20	8.50	s 7.36	s 7.20	s 7.20PM	6.50			s 6.16	31.8	DR **MAYFIELD** 3.0
						f						f		f				34.8	CASTRO 1.3
55	Via Dumbarton	Via Dumbarton	Via Newark			s 12.58	Via Newark	s 11.11	s 9.27	8.56	s 7.42	s 7.28		s 6.58	Via Newark		s 6.23	36.1	MOUNTAIN VIEW 2.7
						s 1.04		s 11.15	s 9.33		s 7.48	s 7.34		s 7.04			s 6.29	38.8	SUNNYVALE (Spur) 2.0
55						f 1.07		f 11.18	f 9.37	9.02	f 7.53	f 7.38		7.08			6.32	40.8	LAWRENCE 3.5
Yard						s 1.13		s 11.24	s 9.43	9.07	s 7.59	s 7.44		s 7.14			s 6.38	44.3	D SANTA CLARA 1.4
			2.10PM			f	11.20PM		f		f	f		f	7.10PM			45.7	R **COLLEGE PARK** 0.1
																		45.8	S. P. C. Crossing 1.1
Yard ITWF			2.20PM	8.15AM	2.05AM	s 1.20AM	s 11.25PM	s 11.30PM	s 9.50PM	s 9.13PM	s 8.05PM	s 7.50PM		s 7.20PM	s 7.15PM		s 6.45PM	46.9	DNRP **SAN JOSE**
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Saturday only	Arrive Daily Except Sat. and Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		(46.9)
	(2.00)	(1.30)	(0.10)	(8.00)	(2.00)	(1.35)	(0.05)	(1.30)	(1.40)	(1.13)	(1.35)	(1.45)	(1.15)	(1.40)	(0.05)	(0.50)	(1.25)		....................Time over District
	12.70	16.93	7.20	5.86	23.45	29.62	14.40	31.26	28.14	38.54	29.62	26.80	25.44	28.14	14.40	30.48	33.10		....................Average speed per hour

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ NOTE.—See pages 2, 3 and 5 for additional trains between San Francisco and San Jose.

ADDITIONAL STOPS.

No. 52 stop on signal at Bay Shore and any station east Sunday.

No. 76 stop at any station west of San Jose to receive passengers for Santa Barbara or east thereof.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 101
June 15, 1915

	STATIONS		Distance from San Jose	FIRST CLASS											THIRD CLASS			
				83 Mayfield Way Pass. Arrive Daily	53 San Jose Way Pass. Arrive Daily	55 San Jose Way Pass. Arrive Daily	59 Redwood City Way Pass. Arrive Daily	✓ 31 SanFrancisco Passenger Arrive Daily	65 Mayfield Way Pass. Arrive Daily Ex. Saturday and Sunday	557 San Francisco Passenger (Via Oakland) Arrive Daily	✓ 87 Scenic Local Arrive Daily	✓ 77 Shore Line Limited Arrive Daily	✓ 21 Coaster Arrive Daily	63 San Jose Way Pass. Arrive Saturday and Sunday	253 Ogden Manifest Freight Arrive Daily	243 Sunset Manifest Arrive Daily	301 Way Freight Arrive Daily Ex. Monday	801 Way Freight Arrive Daily Ex. Sunday
DNR	**SAN FRANCISCO**		46.9	5.30PM	5.50PM	7.20PM	7.45PM	8.10PM	8.40PM		9.30PM	9.50PM	10.55PM	11.55PM	3.00AM	3.30AM	8.05AM	
		1.9																
	23D STREET		45.0															
		0.3																
	ARMY STREET		44.7															
		0.9																
	14TH AVENUE		43.8															
		2.1																
	BAY SHORE		41.7	5.19	f 5.38	7.09	7.34	7.59	f 8.29		9.18	9.39	10.44	11.44				
		1.3																
	VISITACION		40.4		f				f									
		2.8																
D	SO. SAN FRANCISCO		37.6	s 5.14	s 5.32	f 7.04	s 7.28	7.53	s 8.24		9.12	9.34	10.39	s 11.39				
		1.1																
	TANFORAN WYE		36.5															
		0.6																
RP	**SAN BRUNO**		35.9	5.10	s 5.29	7.01	s 7.23	7.50	s 8.21		9.08	9.31	10.36	s 11.36				
		1.1																
	LOMITA PARK		34.8				f		f					f				
		0.8																
	AQUA		34.0															
		0.8																
	MILLBRAE		33.2	5.06	f 5.24	6.56	f 7.15	7.46	f 8.16		9.04	9.27	10.32	f 11.32				
		1.4																
	EASTON		31.8		f	f	f		f					f				
		1.2																
	BURLINGAME		30.6	s 5.02	s 5.17	s 6.51	s 7.07		s 8.09		s 9.00			s 11.26				
		0.5																
	HOWEST		30.1															
		1.1																
	SAN MATEO		29.0	s 4.58	s 5.12	s 6.47	s 7.03	s 7.38	s 8.04		s 8.57	9.21	f 10.26	s 11.22				
		1.0																
	LESLIE		28.0		f		f		f									
		0.8																
	ROMAC		27.2															
		0.6																
	BERESFORD		26.6	f			s		f					f				
		1.6																
	BELMONT		25.0		s 5.03		f 6.52		f 7.56					f 11.13				
		0.8																
	PUMORK		24.2															
		0.5																
	SAN CARLOS		23.7	4.49	f 5.00	6.38	s 6.48	7.28	f 7.53		8.48	9.14	10.18	f 11.10				
		2.2																
DNR	**REDWOOD CITY**		21.5	s 4.45	s 4.55	s 6.35	6.43PM	s 7.24	s 7.48		s 8.44	9.11	f 10.15	s 11.06	1.30AM			
		2.4																
	ATHERTON		19.1	4.38	f 4.48	f 6.28		7.18	f 7.43		8.38	9.08	10.10	f 11.01				
		1.1																
	MENLO PARK		18.0		s	s			f					s				
		1.2																
	PALO ALTO		16.8	s 4.35	s 4.40	s 6.17		s 7.14	s 7.38		s 8.34		f	s 10.54				
		1.7																
DR	**MAYFIELD**		15.1	4.30PM	s 4.35	s 6.11		7.09	7.34PM		f 8.30	9.03	10.04	s 10.50				
		3.0																
	CASTRO		12.1		f	f								f				
		1.3																
	MOUNTAIN VIEW		10.8		s 4.27	s 6.02		s 7.03		Via Newark	s 8.23	8.57	9.58	s 10.42	Via Dumbarton			Via Newark
		2.7																
	SUNNYVALE		8.1		s 4.22	s 5.52		s 6.58			s 8.18			s 10.36				
		2.0																
	LAWRENCE		6.1		f 4.17	f 5.45		6.54			8.13	8.50	9.51	f 10.31				
		3.5																
D	SANTA CLARA		2.6		s 4.12	s 5.37		s 6.49			s 8.07	8.45	9.46	s 10.26				
		1.4																
R	**COLLEGE PARK**		1.2		f	f				s 8.05PM	8.03PM							4.35PM
		0.1																
	S. P. C. Crossing		1.1								Via West San Jose							
		1.1																
DNRP	**SAN JOSE**		0.0		4.05PM	5.30PM		6.43PM		8.00PM		8.40PM	9.41PM	10.20PM		1.15AM	12.05AM	4.30PM
	(46.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday and Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Saturday and Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday
	Time over District			(1.00)	(1.45)	(1.50)	(1.02)	(1.27)	(1.06)	(0.05)	(1.27)	(1.10)	(1.14)	(1.35)	(1.30)	(2.15)	(8.00)	(0.05)
	Average speed per hour			31.80	26.80	25.59	24.51	32.34	28.90	14.40	31.52	40.20	38.01	29.62	16.93	20.85	5.86	14.40

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ NOTE.—See pages 2, 3 and 4 for additional trains between San Jose and San Francisco.

ADDITIONAL STOPS.

No. 87 stop at South San Francisco to discharge passengers only.

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS				FIRST CLASS												Distance from San Francisco			Time Table No. 101 June 15, 1915
	308	414	416	244	10	76	102	208	30	28	206	24	204	22	78	32				
	Way Freight	Way Freight	Way Freight	Manifest Freight	Seashore Express	The Lark	Sunset Limited	Tres Pinos Passenger	Watsonville Junction Passenger	Del Monte Express	Tres Pinos Passenger	San Luis Obispo Way Pass.	Hollister Passenger	Coaster	Shore Line Limited	Watsonville Junction Passenger				
	Leave Daily Ex. Sunday	Leave Mon., Wednesday and Friday	Leave Tues., Thursday and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS
				12.05AM	9.00PM	8.00PM	5.00PM	3.00PM	3.00PM	2.10PM		9.00AM	8.05AM	8.05AM	8.00AM	6.30AM	0.0			SAN FRANCISCO
Yard ITWFO		5.00AM		3.00AM	11.35PM	9.20PM	6.20PM		4.35PM	3.35PM		10.35AM		9.20AM	9.14AM	8.10AM	46.9	Automatic Block	DNRP	SAN JOSE 1.1
									s							s	48.0 51.7			4TH ST., SAN JOSE 0.9
77		5.12		3.15	11.43	9.28	6.28		4.45	3.43		10.43		9.28	9.22	8.20	52.6			VALBRICK 2.1
																	54.7			MULIA (Spur) 0.8
51		5.20		3.25	11.47	9.32	6.32		f 4.50	3.47		f 10.47		9.32	9.26	f 8.26	55.5		R	LICK 1.9
53		5.30		3.31	11.51	9.35	6.35		s 4.55	3.50		f 10.53		9.35	9.29	f 8.30	57.4			EDENVALE 3.0
72		5.45		3.40	11.56PM	9.39	6.39		f 5.00	3.55		10.57		9.39	9.33	8.35	60.4			POMAR 2.7
125 W		6.22		3.53	f 12.02AM	9.43	6.43		s 5.06	3.59		s 11.03		9.43	9.37	s 8.40	63.1		DN	COYOTE 3.2
70		6.43		4.05	12.07	9.47	6.47		f 5.12	4.04		f 11.11		9.47	9.41	f 8.46	66.3			PERRY 2.9
26		6.53		4.15					f 5.17			f 11.16				f 8.52	69.2			MADRONE 1.6
61		7.00 7.55		4.20	s 12.14	9.53	6.53		s 5.22	f 4.11		s 11.20		f 9.55	9.47	s 8.56	70.8		D	MORGANHILL 1.2
30		8.00		4.24								f 11.23				f 8.59	72.0			TENNANT 2.1
																	74.1			DURNEY (Spur) 0.5
72		8.17 9.03		4.30	12.20	9.58	6.58		s 5.29	4.16		s 11.29		10.00	9.52	s 9.03	74.6		D	SAN MARTIN 2.4
38		9.25		4.36	12.23	10.01	7.01		f 5.35			f 11.33		10.03	9.55	f 9.08	77.0			RUCKER 2.1
																	79.1			ANIMAS (Spur) 1.6
104 TWF	1.30PM	9.40 10.20	7.40AM	4.49	s 12.30	10.07	7.07	5.50PM	s 5.47	s 4.26	1.20PM	s 11.45	10.15AM	s 10.10	10.02	s 9.20	80.7		DNRP	GILROY 2.5
	1.37	10.30AM	7.50AM	4.55	12.35	10.11	7.11	s 6.00PM	5.51	4.30	s 1.30PM	11.49	s 10.22AM	10.15	10.07	9.25	83.2		RP	CARNADERO 0.9
																	84.1			NEMA (Spur) 0.3
14	1.45			5.00								11.52				f 9.28	84.4			MILLER 2.7
80	2.00			5.07	12.40	10.16	7.16		s 5.59	s 4.36		s 11.57AM		f 10.23	10.13	s 9.33	87.1		D	SARGENT 1.9
28	2.07			5.12								f					89.0			BETABEL 2.9
104	2.25			5.20	12.47	10.22	7.22		f 6.07	4.44		f 12.05PM		10.32	10.21	f 9.45	91.9			CHITTENDEN 1.3
																	93.2			LOGAN (Spur) 1.4
61	2.45			5.28	12.52	10.27	7.27		s 6.14	4.49		s 12.11		10.37	10.26	s 9.53	94.6		D	AROMAS 2.5
73	3.05			5.35					6.19	4.53		f 12.16				f 9.58	97.1			VEGA 3.3
Yard YWOF	3.20PM			5.45AM	s 1.01AM	s 10.35PM	s 7.35PM		s 6.27PM	s 5.00PM		¶12.22PM		s 10.45AM	s 10.34AM	s 10.08AM	100.4		DNRP	WATSONVILLE JCT
	Arrive Daily Ex. Sunday	Arrive Mon., Wednesday and Friday	Arrive Tues., Thursday and Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				49.8
	(1.50)	(5.30)	(0.10)	(2.45)	(1.26)	(1.15)	(1.15)	(0.10)	(1.52)	(1.25)	(0.10)	(1.47)	(0.07)	(1.25)	(1.20)	(1.58)				……………Time over District
	10.74	5.92	15.00	18.10	37.32	39.84	39.84	15.00	26.86	35.15	15.00	27.92	21.42	35.15	37.35	25.32				……………Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOP.

No. 102 stop at any station to receive passengers for El Paso and east.
No. 28 stop on signal at Chittenden Saturday only.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division. Westward.

Time Table No. 101

June 15, 1915

Automatic Block

		Distance from Watsonville Jct.	FIRST CLASS															THIRD CLASS			
			17	**203**	**29**	**75**	**27**	**101**	**201**	**205**	**23**	**207**	**31**	**77**	**21**			**307**	**415**	**413**	**243**
			Seashore Express	Gilroy Passenger	SanFrancisco Passenger	The Lark	Del Monte Express	Sunset Limited	New Almaden Mixed	Gilroy Passenger	San Luis Obispo Way Pass.	Gilroy Passenger	San Francisco Passenger	Shore Line Limited	Coaster			Way Freight	Way Freight	Way Freight	Sunset Manifest
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday	Arrive Tues., Thursday and Saturday	Arrive Mon., Wednesday and Friday	Arrive Daily
	SAN FRANCISCO	100.4	10.10AM	10.10AM	10.10AM	9.45AM	12.30PM	1.00PM		4.00PM	4.00PM	8.10PM	8.10PM	9.50PM	10.55PM						3.30AM
DNRP	**SAN JOSE** 1.1	53.5	s 7.45AM		s 8.42AM	s 8.28AM	s 10.59AM	s 11.40AM	s 12.15PM		s 2.22PM		s 6.36PM	s 8.36PM	s 9.36PM				3.55PM		12.15AM
	4TH ST., SAN JOSE 0.9	52.4 48.7			s				s												
	VALBRICK 2.1	47.8	7.37		8.32	**8.20**	10.51	11.32	12.01PM		2.12		**6.28**	8.28	**9.28**				**3.43**		12.05AM
	MULIA 0.8	45.7																			
R	**LICK** 1.9	44.9	7.32		f **8.26**	8.16	**10.47**	11.28	11.55AM		f 2.08		6.21	8.24	9.22				3.27		**11.47PM**
	EDENVALE 3.0	43.0	7.29		s 8.20	8.13	10.44	11.25			f 2.03		f 6.18	8.21	9.19				3.15		11.34
	POMAR 2.7	40.0	7.24		f 8.12	8.09	10.40	11.21			1.56		6.13	8.17	9.14				3.01		11.28
DN	COYOTE 3.2	37.3	7.19		s **8.05**	**8.05**	10.36	11.16			s 1.51		s 6.08	8.13	9.10				2.50		11.22
	PERRY 2.9	34.1	7.14		f 7.50	8.01	10.32	**11.11**			f 1.45		f 5.57	8.09	9.04				2.30		11.15
	MADRONE 1.6	31.2			s 7.42						s								2.15		
D	MORGANHILL 1.2	29.6	7.05		s 7.37	**7.55**	f 10.26	11.05			s 1.34		s 5.48	8.03	8.57				2.05		11.05
	TENNANT 2.1	28.4			f 7.30						f								1.57		
	DURNEY 0.5	26.3																			
D	SAN MARTIN 2.4	25.8	6.59		s 7.24	7.49	10.20	10.59			s 1.25		f 5.41	7.58	8.51				1.43		10.52
	RUCKER 2.1	23.4			f 7.17						f 1.20		f **5.35**						1.30		10.42
	ANIMAS 1.6	21.3																			
DNRP	**GILROY** 2.5	19.7	s 6.47	s **6.59AM**	s **7.09**	**7.39**	s **10.10** **10.02**	10.49		s **11.43AM**	s **1.14**	s 5.04PM	s 5.28	7'48	s 8.40			11.00AM	1.19 12.15	12.50PM	10.34
R	**CARNADERO** 0.9	17.2	6.41	**6.51AM**	**7.01**	7.34	9.57	10.44		11.35AM	1.03	4.55PM	5.18	7.43	8.34			10.50	12.05PM	12.40PM	10.26
	NEMA 0.3	16.3																			
	MILLER 2.7	16.0									f 1.01							10.45			
D	SARGENT 1.9	13.3	6.36		f 6.55	7.28	s **9.51**	**10.38**			s 12.56		s 5.13	7.38	8.28			**10.38** 8.50			**10.16**
	BETABEL 2.9	11.4									f 12.52							8.33			
	CHITTENDEN 1.3	8.5	f 6.27		f 6.47	7.22	**9.45**	**10.32**			f 12.47		f 5.05	7.32	8.22			8.21			9.45
	LOGAN 1.4	7.2																7.50			
D	AROMAS 2.5	5.8	f 6.22		s 6.41	7.16	9.38	**10.26**			s 12.41		s 5.00	**7.27**	8.17			7.45			9.27
	VEGA 3.3	3.3			6.35	7.12	9.34	10.15			f 12.36		**4.53**		8.12			7.35			9.19
DNRP	**WATSONVILLE JCT**	0.0	6.10AM		6.30AM	7.05AM	9.27AM	**10.08AM**			**12.30PM**		4.42PM	7.14PM	8.06PM			7.25AM			9.05PM
	(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Monday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Tues., Thursday and Saturday	Leave Mon., Wednesday and Friday	Leave Daily
	Time over District		(1.35)	(0.08)	(2.12)	(1.23)	(1.32)	(1.32)	(0.20)	(0.08)	(1.52)	(0.09)	(1.54)	(1,23)	(1.30)			(3.35)	(3.50)	(0.10)	(3.10)
	Average speed per hour		31.45	18.75	22.63	36.00	32.47	32.47	14.70	18.75	26.68	18.88	26.21	36.00	33.20			5.49	8.80	15.00	15.73

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

Nos. 21 and 17 stop at Morganhill to discharge passengers from points east of San Luis Obispo.

No. 101 stop at any station to discharge passengers from El Paso and east.

Eastward.

FROM SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS				SECOND CLASS		FIRST CLASS									Distance from San Francisco	Time Table No. 101 June 15, 1915
	314	310	312	244	106	104	76	102	108	28	24	84	22	78	10		
	Way Freight	Way Freight	Way Freight	Sunset Manifest	Salinas Mixed	Salinas Mixed	The Lark	Sunset Limited	Salinas Mixed	Del Monte Express	San Luis Obispo Way Pass.	Scenic Local	Coaster	Shore Line Limited	Seashore Express		
	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
				12.05AM	2.10PM		8.00PM	5.00PM	3.00PM	2.10PM	9.00AM	8.10AM	8.05AM	8.00AM	9.00PM	0.0	**SAN FRANCISCO**
Yard YWOF		7.50AM	7.15AM	7.02AM			10.39PM	7.39PM	7.09PM	5.05PM	12.50PM	12.45PM	10.50AM	10.40AM	1.09AM	100.4	DNRP **WATSONVILLE JCT** 5.2
73		8.05	7.30	7.15			10.49	7.50	f 7.19	f 5.16	f 1.05	f 12.57	11.00	10.50	1.21	105.6	ELKHORN 4.8
75 YW		8.20	7.45AM	7.26	5.26PM	9.00AM	f 10.57	f 8.01	s 7.38	s 5.26PM	s 1.20	s 1.10PM	s 11.11	s 11.01	s 1.33	110.4	DNR **DEL MONTE JCT.** 3.5
73		8.41		7.34	f 5.33	f 9.05	11.02	8.07	f 7.45		f 1.27		11.16	11.06	1.39	113.9	COOPER 1.7
13		8.48		7.38	f 5.39	f 9.10			f		f 1.31					115.6	GRAVES 2.6
Yard TW		8.58 9.25		7.53	s 5.51PM	s 9.20AM	s 11.11	s 8.15	s 7.55PM		s 1.40		s 11.23	s 11.13	s 1.47	118.2	DNR SALINAS 2.1
83 Y		9.31		8.00			11.14	8.19			1.45		11.28	11.18	1.52	120.3	**SPRECKELS JCT.** 5.0
52		9.42		8.12			11.21	8.27			f 1.54		11.36	11.25	2.00	125.3	SPENCE 3.8
54		9.52		8.22			11.26	8.32			s 2.00		11.42	11.31	2.06	129.1	D CHUALAR 2.8
53		10.02		8.30			11.30	8.37			2.05		11.46	11.35	2.11	131.9	PENVIR 2.0
																133.9	DEAN (Spur) 1.2
53		10.10 11.00		8.58			11.35	8.44			s 2.12		s 11.52	11.40	f 2.17	135.1	D GONZALES 2.9
																138.0	DOUD (Spur) 0.8
																138.8	MOLUS (Spur) 1.8
52		11.20		9.15			11.42	8.51			f 2.21		11.59AM	11.47	2.25	140.6	CAMPHORA 3.0
67 W		11.40AM 12.10PM		9.28			11.46	8.59			s 2.30		s 12.06PM	11.51	s 2.35	143.6	DN SOLEDAD 4.2
81		12.25		9.52 10.05			11.52	9.05			f 2.40		12.12	11.57AM	2.42	147.8	HARLEM 4.5
52		12.45		10.20			11.58PM	9.12			s 2.48		f 12.19	12.04PM	2.50	152.3	D METZ 6.6
51		1.10		10.35			12.09AM	9.23			f 2.59		12.30	12.15	3.03	158.9	COBURN 2.1
																161.0	ELSA (Spur) 2.7
68 W		1.30		10.50			12.15	9.33			s 3.12		s 12.40	12.21	s 3.13	163.7	DN KING CITY 3.4
52		1.45		11.10			12.20	9.39			3.17		12.46	12.26	3.19	167.1	WELBY 5.3
50		2.10		11.28			12.27	9.46			s 3.25		s 12.52	12.33	f 3.29	172.4	D SAN LUCAS 5.3
52		2.30		11.44AM			12.34	9.53			3.33		12.59	12.40	3.37	177.7	DOCAS 5.2
52 WF		3.00		12.07PM			12.43	10.04			s 3.43		s 1.10	12.49	s 3.49	182.9	DN SAN ARDO 3.5
53		3.10		12.17			12.48	10.09			3.48		1.15	12.54	3.54	186.4	GETTY 3.3
53		3.20		12.27			12.52	10.14			f 3.53		1.20	12.59	4.00	189.7	WUNPOST 6.2
52		3.40		12.42			1.01	10.26			s 4.03		s 1.29	1.08	4.10	195.9	D BRADLEY 5.5
67		3.55 4.46		12.57			1.08	10.35			f 4.13		1.38	1.15	4.19	201.4	NACIMIENTO 2.4
79		4.54		1.08 2.00			1.11	10.40			f 4.18		1.42	1.18	4.28	203.8	McKAY 3.2
45 W		5.10		2.20			1.15	10.47			s 4.23		s 1.49	1.22	s 4.38	207.0	D SAN MIGUEL 3.9
52		5.25		2.35			1.20	10.53			f 4.29		1.54	1.27	4.45	210.9	WELLSONA 4.2
																215.1	EOCENE (Spur) 1.2
77 W	5.00AM	5.45PM		2.50			1.27	s 11.04			s 4.50		s 2.04	s 1.35	s 4.55	216.3	DNR PASO ROBLES 5.5
40	5.20			3.05			1.35	11.14			s 5.01		s 2.14	1.43	f 5.05	221.8	D TEMPLETON 3.1
36	5.30			3.15			1.39	11.20			f 5.07		2.20	1.48	5.10	224.9	ASUNCION 3.1
52	5.45			3.25			1.43	11.25			f 5.13		f 2.25	1.53	f 5.15	228.0	ATASCADERO 1 4
																229.4	HAVEL (Spur) 0.9
35	6.25			3.43 3.57			1.47	11.30			f 5.19		2.29	1.56	5.19	230.3	EAGLET 5.2
42 YW	6.45AM			4.20PM			1.57AM	11.42PM			s 5.33PM		s 2.41PM	2.08PM	s 5.32AM	235.5	DNR **SANTA MARGARITA**
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(135.1)
	(1.45) 10.97	(9.55) 11.69	(0.30) 20.00	(9.18) 14.53	(0.25) 18.72	(0.20) 23.40	(3.18) 40.94	(4.03) 33.52	(0.46) 23.22	(0.21) 28.57	(4.43) 28.64	(0.25) 24.00	(3.51) 35.09	(3.28) 38.97	(4.23) 30.82		.... Time over District .... Average speed per hour

Automatic Block

ADDITIONAL STOP.—No. 102 stop at any station to receive passengers for El Paso and east.
Nos. 24 and 108 stop on signal at "Miller's Gun Club," 300 feet west of Mile Post 108.

Westward trains are superior to trains of the same class in the opposite direction.

Watsonville Jct. and San Luis Obispo Sub-Division—TOWARD SAN FRANCISCO.

Westward.

Time Table No. 101

June 15, 1915

Automatic Block

			FIRST CLASS										SECOND CLASS				THIRD CLASS			
	STATIONS	Distance from San Luis Obispo	17 Seashore Express Arrive Daily	75 The Lark Arrive Daily	27 Del Monte Express Arrive Daily	101 Sunset Limited Arrive Daily	23 San Luis Obispo Way Pass Arrive Daily	87 Scenic Local Arrive Daily	107 Watsonville Junc. Mixed Arrive Daily	77 Shore Line Limited Arrive Daily	21 Coaster Arrive Daily		103 Del Monte Junction Mixed Arrive Daily	105 Del Monte Junction Mixed Arrive Daily			309 Way Freight Arrive Daily Ex. Sunday	311 Way Freight Arrive Daily Ex. Sunday	243 Sunset Manifest Arrive Daily	313 Way Freight Arrive Daily Ex. Monday
	SAN FRANCISCO	252.1	10.10AM	9.45AM	12.30PM	1.00PM	4.00PM	9.30PM		9.50PM	10.55PM		12.30PM	8.10PM					3.30AM	
DNRP	**WATSONVILLE JCT** 5.2	151.7	s 6.05AM	s 7.02AM	s 9.22AM	s 10.03AM	f 11.59AM	s 4.30PM	s 6.45PM	s 7.09PM	s 8.01PM						2.00PM	3.30PM	8.30PM	
	ELKHORN 4.8	146.5	5.53	6.52	9.10	9.50	f 11.49	f 4.20	f 6.34	6.59	f 7.50						1.46	3.15	8.15	
DNR	**DEL MONTE JCT.** 3.5	141.7	s 5.43	s 6.44	9.00AM	s 9.40	s 11.38	4.10PM	s 6.24	s 6.50	s 7.38		s 8.55AM	s 4.05PM			1.35	3.00PM	8.01	
	COOPER 1.7	138.2	5.35	6.37		9.32	f 11.30		f 6.15	6.42	7.27		f 8.41	f 3.51			1.27		7.45	
	GRAVES 2.6	136.5					f		f				f 8.37	f 3.47			1.00		7.35	
DNR	SALINAS 2.1	133.9	s 5.28	s 6.31		s 9.25	s 11.23 11.13		6.05PM	s 6.36	s 7.20		8.30AM	3.40PM			12.45		7.20	
	SPRECKELS JCT. 5.0	131.8	5.18	6.26		9.19	11.01			6.31	7.10						12.15PM		7.00	
	SPENCE 3.8	126.8	5.11	6.19		9.12	f 10.53			6.24	7.03						11.55AM		6.44	
D	CHUALAR 2.8	123.0	f 5.05	6.14		9.07	s 10.47			6.18	f 6.57						11.42 11.25		6.34	
	PENVIR 2.0	120.2	5.00	6.10		9.02	10.40			6.14	6.52						10.57		6.27	
	DEAN 1.2	118.2																		
D	GONZALES 2.9	117.0	f 4.55	6.06		8.58	s 10.34			6.09	s 6.47						10.43 10.00		6.17	
	DOUD 0.8	114.1																		
	MOLUS 1.8	113.3																		
	CAMPHORA 3.0	111.5	4.46	5.58		8.50	f 10.17			6.01	6.38						9.40		6.01	
DN	SOLEDAD 4.2	108.5	s 4.41	5.54		s 8.46	s 10.10			5.56	s 6.33						9.28		5.43	
	HARLEM 4.5	104.3	4.33	5.48		8.38	f 9.58			5.50	6.25						8.48		5.20	
D	METZ 6.6	99.8	f 4.25	5.42		8.30	s 9.46			5.43	f 6.17						8.30		5.05	
	COBURN 2.1	93.2	4.15	5.32		8.20	f 9.33			5.32	6.07						8.20		4.48	
	ELSA 2.7	91.1																		
DN	KING CITY 3.4	88.4	s 4.07	5.26		f 8.11	s 9.25			5.25	s 5.55						7.50		4.30	
	WELBY 5.3	85.0	4.00	5.21		8.04	9.16			5.20	5.43						7.35		4.08	
D	SAN LUCAS 5.3	79.7	f 3.52	5.14		7.57	s 9.07			5.13	s 5.36						7.20		3.50	
	DOCAS 5.2	74.4	3.37	5.07		7.49	8.58			5.06	5.27						7.00		3.33	
DN	SAN ARDO 3.5	69.2	s 3.27	5.00		s 7.41	s 8.50			4.59	s 5.19						6.45		3.00	
	GETTY 3.3	65.7	3.17	4.53		7.32	8.40			4.51	5.11						6.34		2.48	
	WUNPOST 6.2	62.4	3.12	4.48		7.27	f 8.34			4.47	5.06						6.25		2.38	
D	BRADLEY 5.5	56.2	f 3.02	4.39		7.19	s 8.25			4.38	s 4.56						6.10		2.22	
	NACIMIENTO 2.4	50.7	2.53	4.32		7.11	f 8.16			4.31	4.46						5.55		2.10	
	McKAY 3.2	48.0	f 2.49	4.28		7.07	f 8.12			4.27	4.42						5.45		2.00	
D	SAN MIGUEL 3.9	45.1	s 2.43	4.23		f 7.02	s 8.07			4.23	s 4.36						5.35		1.49 1.17	
	WELLSONA 4.2	41.2	2.36	4.17		6.57	f 8.01			4.17	4.29						5.12		12.56	
	EOCENE 1.2	37.0																		
DNR	PASO ROBLES 5.5	35.8	s 2.27	4.09		s 6.49	s 7.54			s 4.09	s 4.20						5.00AM		12.44	3.00AM
D	TEMPLETON 3.1	30.3	f 2.17	3.59		6.39	s 7.43			3.59	s 4.10								12.24	2.45
	ASUNCION 3.1	27.2	2.11	3.55		6.34	f 7.37			3.55	4.04								12.12	2.30
	ATASCADERO 1.4	24.1	f 2.07	3.51		6.29	f 7.32			3.51	f 4.00								12.01PM	2.20
	HAVEL 0.9	22.7																		
	EAGLET 5.2	21.8	2.04	3.48		6.25	f 7.27			3.48	3.57								11.50AM	2.15
DNR	**SANTA MARGARITA**	16.6	1.57AM	3.36AM		6.18AM	7.20AM			3.41PM	3.50PM								11.35AM	1.57AM
	(135.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday
	Time over District		(4.08)	(3.26)	(0.22)	(3.45)	(4.39)	(0.20)	(0.40)	(3.28)	(4.11)		(0.25)	(0.25)			(9.00)	(0.30)	(8.55)	(1.03)
	Average speed per hour		32.67	39.34	27.27	35.24	29.05	30.00	26 70	38.97	32.29		18.72	18.72			12.88	20.00	15.14	18.28

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS

Nos. 23 and 87 stop on signal at "Miller's Gun Club," 300 feet west of mile post 108.

No. 101 stop at any station to discharge passengers from El Paso and east.

Eastward. FROM SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS						Distance from San Francisco		Time Table No. 101 June 15, 1915
	244 Sunset Manifest	314 Way Freight	102 Sunset Limited	24 San Luis Obispo Way Pass.	22 Coaster	78 Shore Line Limited	10 Seashore Express	76 The Lark			
	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
	12.05AM		5.00PM	9.00AM	8.05AM	8.00AM	9.00PM	8.00PM	0.0		SAN FRANCISCO
42 YW	4.20PM	**7.20AM**	11.42PM	5.33PM	2.41PM	2.08PM	5.32AM	**1.57AM**	235.5	Automatic Block	DNR **SANTA MARGARITA** 3.4
40	4.40	7.35	11.52PM	5.47	2.53	2.19	5.45	2.10	238.9		CUESTA 1.1
									240.0		THYLE (Spur) 2.6
76	5.00	7.50	12.02AM	5.59	3.04	2.30	**5.55**	2.21	242.6		NOVA 0.8
50 W	5.05	7.55	12.07	f 6.02	**3.07**	2.33	6.00	2.24	243.4		SERRANO 2.9
48	5.15	8.05	12.17	6.10	**3.17**	2.43	6.10	2.34	246.3		CHORRO 1.7
									248.0		GOLDTREE (Spur) 2.9
115	5.35	8.25	**12.27**	6.23	3.31	**2.50**	6.20	2.45	250.9		HATHAWAY 1.2
Yard TWFO	5.45PM	8.30AM	s 12.32AM	s 6.30PM	s 3.36PM	s **2.58PM**	s **6.25AM**	s **2.50AM**	252.1		DNR **SAN LUIS OBISPO**
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(16.6)
	(1.25) 11.71	(1.10) 14.23	(0.50) 19.92	(0.57) 17.47	(0.55) 18.11	(0.50) 19.92	(0.53) 18.79	(0.53) 18.79			..............Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

Eastward. FROM SAN FRANCISCO—San Luis Obispo and Santa Barbara Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS					Distance from San Francisco		Time Table No. 101 June 15, 1915
	244 Sunset Manifest	316 Way Freight	22 Coaster	78 Shore Line Limited	10 Seashore Express	76 The Lark	102 Sunset Limited			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
	12.05AM		8.05AM	8.00AM	9.00PM	8.00PM	5.00PM	0.0		SAN FRANCISCO
Yard TWFO	7.15PM	7.00AM	3.44PM	3.05PM	6.40AM	2.58AM	12.40AM	252.1	Automatic Block	DNR **SAN LUIS OBISPO** 5.8
52	7.35	7.20	f 3.54	3.15	f 6.50	3.08	**12.50**	257.9		D EDNA 1.1
I								259.0		P. C. R. R. Crossing 0.1
								259.1		HADLEY (Spur) 0.9
32								260.0		TIBER 2.8
	7.55	7.40	f 4.02	3.23	f 7.00	3.16	12.58	262.8		PIZMO (Spur) 1.4
59	8.00	7.45	4.05	3.25	7.03	3.18	1.01	264.2		GROVER 1.7
45 W	8.05	**8.05**	s 4.09	3.28	f 7.06	3.21	1.05	265.9		D OCEANO 4.0
39	8.17	8.15	4.15	3.34	f 7.12	3.27	1.12	269.9		CALLENDER 2.5
49	8.27	8.25	4.20	3.38	f 7.16	3.31	1.17	272.4		BROMELA 4.1
52 W	8.45PM	8.39AM	s 4.27PM	3.44PM	s **7.24AM**	3.37AM	1.24AM	276.5		DN **GUADALUPE**
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(24.4)
	(1.30) 16.26	(1.39) 14.78	(0.41) 35.83	(0.39) 37.53	(0.44) 33.27	(0.39) 37.53	(0.44) 33.27			..............Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 22 stop on signal at Callender Friday and Sunday.

No. 102 stop on signal at any station to receive passengers for El Paso and east.

Watsonville Jct. and San Luis Obispo Sub-Division—TOWARD SAN FRANCISCO.

Westward.

Time Table No. 101

June 15, 1915

Automatic Block

	STATIONS	Distance from San Luis Obispo	FIRST CLASS 17 Seashore Express Arrive Daily	75 The Lark Arrive Daily	101 Sunset Limited Arrive Daily	23 San Luis Obispo Way Pass. Arrive Daily	77 Shore Line Limited Arrive Daily	21 Coaster Arrive Daily	THIRD CLASS 243 Sunset Manifest Arrive Daily	313 Way Freight Arrive Daily Ex. Monday
	SAN FRANCISCO	252.1	10.10AM	9.45AM	1.00PM	4.00PM	9.50PM	10.55PM	3.30AM	
DNR	**SANTA MARGARITA**	16.6	s 1.57AM	3.36AM	s 6.18AM	s 7.20AM	3.41PM	s 3.50PM	11.35AM	1.45AM
	3.4									
	CUESTA	13.2	1.45	3.25	6.05	7.07	3.25	3.38	11.09	1.20
	1.1									
	THYLE	12.1								
	2.6									
	NOVA	9.5	1.35	3.15	5.55	6.57	3.13	3.28	10.49	1.04
	0.8									
	SERRANO	8.7	1.32	3.12	5.50	f 6.54	3.07	3.25	10.45	1.00
	2.9									
	CHORRO	5.8	1.25	3.05	5.42	6.44	2.58	3.17	10.25	12.45
	1.7									
	GOLDTREE	4.1								
	2.9									
	HATHAWAY	1.2	1.13	2.53	5.35	6.33	2.50	3.04	10.00	12.27
	1.2									
DNR	**SAN LUIS OBISPO**	0.0	1.10AM	2.50AM	5.32AM	6.30AM	2.46PM	3.00PM	9.45AM	12.05AM
	(16.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday
	Time over District		(0.47)	(0.46)	(0.46)	(0.50)	(0.55)	(1.00)	(1.50)	(1.40)
	Average speed per hour		21.19	21.65	21.65	19.92	18.11	16.60	9.05	9.96

Westward trains are superior to trains of the same class in the opposite direction.

San Luis Obispo and Santa Barbara Sub-Division—TOWARD SAN FRANCISCO.

Westward.

Time Table No. 101

June 15, 1915

Automatic Block

	STATIONS	Distance from Santa Barbara	FIRST CLASS 17 Seashore Express Arrive Daily	75 The Lark Arrive Daily	101 Sunset Limited Arrive Daily	77 Shore Line Limited Arrive Daily	21 Coaster Arrive Daily	THIRD CLASS 243 Sunset Manifest Arrive Daily	315 Way Freight Arrive Daily Ex. Sunday
	SAN FRANCISCO	370.7	10.10AM	9.45AM	1.00PM	9.50PM	10.55PM	3.30AM	
DNR	**SAN LUIS OBISPO**	118.6	s 1.02AM	s 2.42AM	s 5.24AM	s 2.36PM	s 2.50PM	8.45AM	2.15PM
	5.8								
D	EDNA	112.8	f 12.50	2.30	5.12	2.23	f 2.35	8.30	1.55
	1.1								
	P. C. R. R. Crossing	111.7							
	0.1								
	HADLEY	111.6							
	0.9								
	TIBER	110.7							
	2.8								
	PIZMO	107.9	f 12.34	2.21	5.03	2.12	f 2.27		
	1.4								
	GROVER	106.5	12.28	2.18	5.00	2.10	2.24	8.12	1.30
	1.7								
D	OCEANO	104.8	f 12.25	2.15	4.56	2.07	s 2.21	8.05	1.15
	4.0								
	CALLENDER	100.8	f 12.18	2.09	4.49	2.00	2.13	7.46	12.55
	2.5								
	BROMELA	98.3	f 12.11	2.04	4.42	1.56	2.08	7.36	12.40
	4.1								
DN	**GUADALUPE**	94.2	12.02AM	1.58AM	4.35AM	1.50PM	2.02PM	7.24AM	12.25PM
	(24.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	Time over District		(1.00)	(0.44)	(0.49)	(0.46)	(0.46)	(1.21)	(1.50)
	Average speed per hour		24.40	33.27	29.67	31.82	31.82	18.07	12.76

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 21 stop on signal at Callender Wednesday, Friday and Saturday.

No. 101 stop at any station to discharge passengers from El Paso and east.

Eastward.

FROM SAN FRANCISCO—San Luis Obispo and Santa Barbara Sub-Division—TOWARD SAN FRANCISCO.

Westward.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS					Distance from San Francisco		Time Table No. 101 June 15, 1915	Distance from Santa Barbara	FIRST CLASS					THIRD CLASS	
	244	316	22	78	10	76	102					✓ 101	✓ 77	✓ 21	✓ 17	✓ 75	243	315
	Sunset Manifest	Way Freight	Coaster	Shore Line Limited	Seashore Express	The Lark	Sunset Limited					Sunset Limited	Shore Line Limited	Coaster	Seashore Express	The Lark	Sunset Manifest	Way Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
	12.05AM		8.05AM	8.00AM	9.00PM	8.00PM	5.00PM	0.0		**SAN FRANCISCO**	370.7	1.00PM	9.50PM	10.55PM	10.10AM	9.45AM	3.30AM	
52 W	8.45PM	8.39AM	4.27PM	3.44PM	7.24AM	3.37AM	1.24AM	276.5	DN	**GUADALUPE** 4.2	94.2	s 4.35AM	1.50PM	s 2.02PM	s 12.02AM	1.58AM	7.10AM	12.25PM
52	9.05	8.56	f 4.35	3.51	f 7.32	3.43	1.32	280.7		WALDORF 4.1	90.0	4.28	1.44	f 1.55	f 11.52PM	1.52	6.50	12.10PM
52	9.30	9.12	4.44	3.59	7.40	**3.51**	**1.46**	284.8		SCHUMAN 0.9	85.9	4.21	1.38	1.48	11.45	**1.46**	6.40	11.55AM
								285.7		DEVON (Spur) 1.8	85.0							
48	9.40	9.22	s 4.49	4.03	f 7.45	3.55	1.51	287.5	D	CASMALIA 2.5	83.2	4.16	1.32	f 1.42	f 11.36	1.40	6.30	11.45
34	9.50	9.30	4.53	4.07	7.50	3.59	1.55	290.0		ANTONIO 3.2	80.7	4.11	1.28	1.38	11.30	1.35	6.20	11.35
51	10.00	9.40	4.58	4.12	f 7.56	**4.04**	2.00	293.2		NARLON 4.0	77.5	**4.04**	1.23	1.33	f 11.21	1.30	6.10	11.25
53	10.20	9.55	5.04	4.19	f 8.03	4.10	2.06	297.2		TANGAIR 5.5	73.5	3.52	1.17	f 1.27	11.11	1.24	5.58	11.10
49 YWF	**10.59**	10.10	s 5.12	4.32	s 8.14	4.24	2.18	302.7	DN	**LOMPOC JCT.** 5.2	68.0	s 3.40	1.06	s 1.16	s **10.59**	1.14	5.38	10.50
54	11.19	**10.25**	f 5.23	4.42	8.24	4.34	2.29	307.9		HONDA 2.6	62.8	3.25	12.53	f 1.02	f 10.44	1.02	5.18	**10.25**
			f					310.5		ARLIGHT (Spur) 2.0	60.2			f	f			
51	11.35	10.40	5.34	4.50	8.34	4.42	2.37	312.5		ARGUELLO 4.8	58.2	3.18	12.46	12.55	10.37	12.55	5.03	10.05
53	11.52PM	11.00	f 5.42	4.57	f 8.44	**4.49**	2.45	317.3	N	SUDDEN 3.5	53.4	3.11	12.39	f 12.48	f 10.28	12.47	**4.49**	9.45
43 W	12.06AM	11.13	5.48	5.02	f 8.50	4.54	2.50	320.8		JALAMA 4.5	49.9	3.04	12.34	12.42	f 10.22	12.42	4.20	9.30
45	**12.34**	11.25AM	f 5.55	5.09	f **8.57**	5.01	**2.57**	325.3	D	CONCEPCION 3.3	45.4	**2.57**	12.27	f 12.35	f 10.15	**12.34**	4.05	**8.57**
								328.6		ANACAPA (Spur) 1.2	42.1							
52	12.54	**12.15PM** **12.28**	6.02	5.16	9.05	5.08	3.05	329.8		GATO 1.2	40.9	2.49	**12.20**	**12.28**	10.08	12.26	3.50	8.28
20		12.35	f		f			331.0	Automatic Block	SAN AUGUSTINE 3.2	39.7			f	f		3.46	8.23
10		12.45	f		f			334.2		DRAKE 0.6	36.5			f	f			
52	1.20	12.55	6.13	5.26	9.14	5.18	3.15	334.8		SACATE 4.6	35.9	2.41	12.13	12.20	10.00	12.19	3.36	8.08
50 W	1.45	1.20	s 6.22	5.34	s 9.22	5.26	**3.23**	339.4	DN	GAVIOTA 3.2	31.3	2.34	12.06	s 12.13	s 9.52	12.12	**3.23**	7.48
52	2.00	1.37	6.28	5.39	9.27	5.31	3.28	342.6		LENTO 3.1	28.1	2.27	12.01PM	12.07	9.46	12.07	3.00	7.33
54	**2.17** **2.50**	2.00	f 6.34	5.44	f 9.33	5.36	3.33	345.7		TAJIGUAS 2.9	25.0	**2.22**	11.56AM	f 12.02PM	f 9.42	12.02AM	**2.50**	7.18
			f		f			348.6		ORELLA (Spur) 1.3	22.1			f	f			
52	3.20	2.20	6.42	5.52	9.41	5.44	3.41	349.9		CAPITAN 3.2	20.8	2.14	11.49	11.54AM	9.35	11.54PM	2.35	7.00
								353.1		VERAS (Spur) 1.9	17.6							
56 W	**3.50**	2.45	f 6.51	6.00	f 9.50	5.52	**3.50**	355.0	D	NAPLES 2.1	15.7	2.06	11.42	f 11.47	s 9.25	11.47	2.20	6.42
								357.1		VILO (Spur) 1.8	13.6							
58	4.10	3.15	f 6.57	6.07	f 9.57	5.59	3.57	358.9		ELLWOOD 1.3	11.8	1.58	11.36	f 11.41	f 9.15	11.41	2.10	6.27
30		3.25			f			360.2		COROMAR 1.5	10.5				f			6.22
27		3.35						361.7		LA PATERA 1.1	9.0							6.18
52	4.25	3.45	f 7.03	6.13	f 10.05	**6.04**	4.02	362.8	D	GOLETA 3.7	7.9	**1.52**	11.30	f 11.35	s 9.05	11.35	**1.52**	**6.04**
47	4.50	4.15	**7.09**	6.18	10.12	6.10	4.08	366.5		HOPE RANCH 2.0	4.2	1.45	11.24	11.29	8.59	11.29	1.18	5.47
	5.10	4.40	7.16	6.22	10.18	6.18	4.17	368.5		WEST STA. BARBARA 2.2	2.2	1.40	11.20	11.25	8.55	11.25	1.12	5.37
TWFO	5.30AM	5.00PM	s 7.25PM	6.30PM	s 10.25AM	s 6.25AM	s 4.25AM	370.7	DNRP	**SANTA BARBARA** D. Track	0.0	1.35AM	11.15AM	11.20AM	8.50PM	11.20PM	1.05AM	5.30AM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(94.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(8.45)	(8.21)	(2.58)	(2.46)	(3.01)	(2.48)	(3.01)			……………… Time over District ………………		(3.00)	(2.35)	(2.42)	(3.12)	(2.38)	(6.10)	(6.55)
	10.76	11.28	31.75	34.04	31.22	33.64	31.22			……………… Average speed per hour ………………		31.40	36.46	34.88	29.43	35.77	15.30	13.61

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 102 stop on signal at any station to receive passengers for El Paso and east.

No. 78 stop on signal at Lompoc Junction to receive passengers destined to Los Angeles or beyond when there is Pullman space to accommodate them.

ADDITIONAL STOP.

No. 101 stop at any station to discharge passengers from El Paso and east.

Eastward. FROM SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS						Distance from San Francisco		Time Table No. 101 June 15, 1915	Distance from Pacific Grove	FIRST CLASS						THIRD CLASS
	312	148	146	28	84	144	140					141	27	143	87	147	149	311
	Way Freight	Pacific Grove Passenger	Pacific Grove Passenger	Del Monte Express	Scenic Local	Pacific Grove Passenger	Pacific Grove Passenger					Del Monte Junction Passenger	Del Monte Express	Del Monte Junction Passenger	Scenic Local	Del Monte Junction Passenger	Del Monte Junction Passenger	Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
		3.00PM		2.10PM	8.10AM	8.05AM		0.0		**SAN FRANCISCO**	128.3	10.10AM	12.30PM	4.00PM	9.30PM	9.50PM	10.55PM	
75 YW	8.15AM	**7.40PM**	6.55PM	5.27PM	1.10PM	11.15AM	6.45AM	110.4	DNRP	**DEL MONTE JCT.** 2.0	17.9	s 5.40AM	s 9.00AM	s 10.45AM	s 4.05PM	s 6.40PM	s **7.30PM**	2.50PM
	8.25	f 7.45	f 7.00	5.31	f 1.15	f 11.20	f 6.50	112.4		NASHUA (Spur) P. V. R. R. Crossing 1.5	15.9	f 5.35	8.55	f 10.39	f 3.57	f 6.32	f 7.22	2.40
17	**8.52**	f 7.50	f 7.05	5.34	f 1.20	f 11.25	f 6.55	113.9	P	NEPONSET 0.9	14.4	f 5.30	**8.52**	f 10.34	f 3.52	f 6.27	f 7.17	2.30
28		f	f		f	f	f	114.8	P	LAPIS 0.6	13.5	f		f	f	f	f	
8	9.15	f 7.55	f **7.12**	5.37	f 1.25	f 11.30	f 7.00	115.4		BARDIN 4.3	12.9	f 5.26	8.48	f 10.29	f 3.47	f 6.23	f **7.12**	1.55
21	9.30	f 8.02	f 7.19	5.44	f **1.32**	f 11.37	f 7.07	119.7	P	GIGLING 3.6	8.6	f 5.19	8.41	f 10.22	f 3.40	f 6.16	f 7.05	**1.32**
	9.45	f 8.09	f 7.25	5.50	f 1.39	f 11.44	f 7.14	123.3		SEASIDE (Spur) 1.6	5.0	f 5.13	8.34	f 10.14	f 3.33	f 6.10	f 6.58	1.00
16	9.55	s 8.13	s 7.29	s 5.54	s 1.43	s 11.49	s 7.20	124.9		DEL MONTE 0.8	3.4	s 5.09	s 8.30	s 10.10	s 3.30	s 6.06	s 6.55	12.55
20	**10.00** **10.45**	s 8.17	s 7.34	s **6.02**	s 1.46	s 11.53	s 7.25	125.7	DP	MONTEREY 2.6	2.6	s 5.05	8.20 s 8.10	s **10.05**	s 3.25	s **6.02**	s 6.50	12.50
29 TWF	11.00AM	s 8.30PM	s 7.45PM	s 6.15PM	s 2.00PM	s 12.00 Noon	s 7.35AM	128.3	DRP	**PACIFIC GROVE** 1.6	0.0	4.55AM	8.05AM	9.55AM	3.15PM	5.50PM	6.40PM	12.30PM
								129.9		ASILOMAR 0.1	1.6							
11								130.0		**LAKE MAJELLA**	1.7							
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.45) 6.50	(0.50) 21.48	(0.50) 21.48	(0.48) 22.37	(0.50) 21.48	(0.45) 23.86	(0.50) 21.48			Time over District Average speed per hour		(0.45) 23.86	(0.55) 19.52	(0.50) 21.48	(0.50) 21.48	(0.50) 21.48	(0.50) 21.48	(2.20) 7.67

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 312 is superior to No. 311.

ADDITIONAL STOPS.

All trains stop on signal at Military Camp just east of Gigling.
All trains except Nos. 27 and 28 stop on signal at Mile Post 117, between Gigling and Bardin.

Eastward. FROM S. F., TOWARD S. F. Westward.
Watsonville Jct. and San Luis Obispo Sub-Div.

Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco	Time Table No. 101 June 15, 1915 STATIONS	Distance from Spreckels
	0.0	**SAN FRANCISCO**	122.8
83 Y	120.3	P **SPRECKELS JC** 2.5	2.5
	122.8	**SPRECKELS**	0.0
		(2.5)	

Service on Spreckels Branch by extra trains only.

Eastward. FROM S. F.—San Luis Obispo and Santa Barbara Sub-Division—TOWARD S. F. Westward.

Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS			Distance from San Francisco	Time Table No. 101 June 15, 1915	Distance from Lompoc	FIRST CLASS		
	176	174	172				171	173	175
	Lompoc Mixed	Lompoc Mixed	Lompoc Mixed				Lompoc Jct. Mixed	Lompoc Jct. Mixed	Lompoc Jct. Mixed
	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
	8.05AM		9.00PM	0.0	**SAN FRANCISCO**	312.4		10.55PM	
49 YWF	5.15PM	1.20PM	8.22AM	302.7	DNRP **LOMPOC JCT.** 1.1	9.7	s 7.55AM	s 12.55PM	s 4.25PM
	f	f	f	303.8	BARODA 3.8	8.6	f	f	f
	f	f	f	307.6	POST (Spur) 0.5	4.8	f	f	f
	f	f	f	308.1	GARUS (Spur) 0.2	4.3	f	f	f
	f	f	f	308.3	LA SALLE (Spur) 4.1	4.1	f	f	f
Term. T	s 5.45PM	s 1.50PM	s 8.52AM	312.4	DRP **LOMPOC**	0.0	7.15AM	12.15PM	3.45PM
	Arrive Daily	Arrive Daily	Arrive Daily		(9.7)		Leave Daily	Leave Daily	Leave Daily
	(0.30) 19.40	(0.30) 19.40	(0.30) 19.40		Time over District Average speed per hour		(0.40) 14.55	(0.40) 14.55	(0.40) 14.55

ADDITIONAL STOPS.

No. 172 stop to receive milk ¾ mile west of Post.
All trains stop on signal at Baroda pumping station 1.4 miles west of Post.

Westward trains are superior to trains of the same class in the opposite direction.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS								Time Table No. 101 June 15, 1915
		✓	✓	✓	✓	✓	✓			
	352	**126**	**70**	**120**	**502**	**84**	**118**	Distance from San Francisco		
	Way Freight	Santa Cruz Passenger	Santa Cruz Limited	Santa Cruz Passenger	Santa Cruz Passenger (Via Oakland)	Scenic Local	Watsonville Junction Passenger			
	Leave Tuesday Thursday and Saturday	Leave Sunday Only	Leave Daily except Sunday	Leave Daily Except Saturday and Sunday	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
			4.10PM		8.00AM	8.10AM		0.0		**SAN FRANCISCO**
56 WY			4.58PM			9.20AM		31.8	DR	**MAYFIELD** 2.2
								34.0		ALTA MESA 1.7
43			s5.05			f 9.27		35.7	P	LOS ALTOS 1.8
								37.5		SPRINGER ROAD 0.7
								38.2		LOYOLA 1.5
	From College Park				Via West San Jose			39.7		SIMLA (Spur) 1.3
34			f			f 9.35		41.0		MONTA VISTA 2.8
								43.8		AZULE (Spur) 1.4
43						f 9.44		45.2		CONGRESS JUNC. 1.0
			f			f		46.2		SAN TOMAS 0.7
			f			f		46.9		POLLARD ROAD 0.9
55			f			f 9.49		47.8		QUITO 0.3
	6.01AM		s5.22		10.35AM	s 9.51		48.1 51.8	RP	**VASONA JCT.** 2.5
43 TW	7.10		s5.28		s 10.44	s 10.00		54.3	DP	LOS GATOS 1.8
			f		f	f		56.1		LYNDON 0.9
34	7.30		f 5.37		s 10.55	s 10.10		57.0	D	ALMA 1.5
			f		f			58.5		ALDERCROFT 1.5
24	8.08		f 5.45		f 11.04	f 10.19		60.0		EVA 0.3
			f		f	f		60.3		CALL OF THE WILD 1.0
17 TW	9.20		s5.52		s 11.12	s 10.25		61.3	D	WRIGHT 2.1
8			f		s	s		63.4		LAUREL 1.4
22	9.50		f 6.03		s 11.24	s 10.37		64.8	D	GLENWOOD 1.0
			f		f	f		65.8		CLEMS (Spur) 0.4
			f					66.2	Automatic Block	VIRGINIA (Spur) 0.4
15 W	10.05		f 6.10		f 11.31	f 10.42		66.6		TANK SIDING 0.8
			f		f	f		67.4		ZAYANTE (Spur) 1.2
10	10.20		f 6.17		f 11.38	f 10.48		68.6		MEEHAN 1.8
61	10.30		f 6.22		s 11.43	s 10.53		70.4		OLYMPIA 1.7
			f 6.26		f 11.49AM	f 10.57		72.1		MT. HERMON 0.3
38 TW	**10.45AM** **2.10PM**	**6.30PM**	s **6.30**	2.00PM	s 12.01PM	s 11.01	**7.30AM**	72.4	DRP	**FELTON** 0.9
5	2.15	s 6.33	f	s 2.03	s 12.04	s 11.04	s 7.33	73.3		BIG TREES 2.1
11	2.25	f 6.40	f 6.45	f 2.10	f 12.10	11.10	f 7.40	75.4		RINCON 1.3
		f	f	f			f	76.7		POWDER W'KS (Spur) 1.4
		f	f					78.1		EBLIS (Spur) 0.3
				s			s	78.4		PARK STREET 0.8
Term. Yd. TWFY	2.45PM	s **6.55PM**	s 7.00PM	s 2.25PM	s 12.25PM	s 11.23AM	s 7.55AM	79.2	DRP	**SANTA CRUZ**
	Arrive Tuesday Thursday and Saturday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Except Saturday and Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(43.7)
	(5.19)	(0.25)	(2.02)	(0.25)	(1.50)	(2.03)	(0.25)			............Time over District.
	5.15	16.32	21.49	16.32	14.94	21.31	16.32			............Average speed per hour.

Westward trains are superior to trains of the same class in the opposite direction.

Westward trains take siding at Santa Cruz.

Westward First Class trains take siding when meeting Eastward First Class trains at Felton.

ADDITIONAL STOPS.

- No. 84 stop on signal at Aldercoft Saturday and Sunday.
- Eastward passenger trains stop on signal at Golf Links between Powder Works and Eblis to discharge passengers.
- Nos. 84 and 502 stop on signal at Eccles.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

	Time Table No. 101 June 15, 1915		FIRST CLASS						THIRD CLASS
		Distance from Santa Cruz	✓ 69 San Francisco Limited	✓ 119 Boulder Creek Passenger	✓ 501 San Francisco Passenger (Via Oakland)	✓ 121 Boulder Creek Passenger	✓ 87 Scenic Local	✓ 129 Boulder Creek Passenger	351 Way Freight
	STATIONS		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday and Sunday	Arrive Daily	Arrive Sunday Only	Ar. Mon., Wednesday and Friday
	SAN FRANCISCO	79.2	9.50AM		5.50PM		9.30PM		
DR	**MAYFIELD** 2.2	47.4	s 8.59AM						
	ALTA MESA 1.7	45.2							
P	LOS ALTOS 1.8	43.5	s 8.51						
	SPRINGER ROAD 0.7	41.7							
	LOYOLA 1.5	41.0							
	SIMLA 1.3	39.5			Via West San Jose		Via West San Jose		To College Park
	MONTA VISTA 2.8	38.2	f 8.43						
	AZULE 1.4	35.4							
	CONGRESS JUNCTION 1.0	34.0							
	SAN TOMAS 0.7	33.0	f						
	POLLARD ROAD 0.9	32.3	f						
	QUITO 0.3	31.4	f						
RP	**VASONA JUNCTION** 2.5	31.1 27.4	s 8.33		s 3.16PM		s 7.46PM		4.47PM
DP	LOS GATOS 1.8	24.9	s 8.27		s 3.10		s 7.40		4.37
	LYNDON 0.9	23.1			f		f		
D	ALMA 1.5	22.2	f 8.17		s 2.58		f 7.31		3.50
	ALDERCROFT 1.5	20.7			f				
	EVA 0.3	19.2	8.08		f 2.48		f 7.23		3.25
	CALL OF THE WILD 1.0	18.9			f		f		
D	WRIGHT 2.1	17.9	s 8.02		s 2.43		s 7.17		3.15
	LAUREL 1.4	15.8	f		s		f		
D	GLENWOOD 1.0	14.4	f 7.50		s 2.31		s 7.04		2.50
	CLEMS 0.4	13.4			f				
	VIRGINIA 0.4	13.0			f				
	TANK SIDING 0.8	12.6	7.44		f 2.22		f 6.54		2.32
	ZAYANTE 1.2	11.8			f		f		
	MEEHAN 1.8	10.6	7.37		f 2.16		f 6.46		2.26
	OLYMPIA 1.7	8.8	f		s 2.11		s 6.39		2.20
	MT. HERMON 0.3	7.1	f 7.27		f 2.02		f 6.32		
DRP	**FELTON** 0.9	6.8	s 7.25	s 10.55AM	s 2.00	s 4.45PM	s 6.30	s 7.30PM	2.05PM 10.15AM
	BIG TREES 2.1	5.9	f	s 10.50	s 1.55	s 4.40	s 6.24	s 7.25	10.10
	RINCON 1.3	3.8	7.13	f 10.43	f 1.48	f 4.33	f 6.17	f 7.18	10.00
	POWDER WORKS 1.4	2.5		f		f		f	
	EBLIS 0.3	1.1		f		f		f	
	PARK STREET 0.8	0.8		f		f		f	
DRP	**SANTA CRUZ**	0.0	7.00AM	10.30AM	1.35PM	4.20PM	6.03PM	7.05PM	9.30AM
	(43.7)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Saturday and Sunday	Leave Daily	Leave Sunday Only	Lv. Monday Wednesday and Friday
	Time over District		(1.59)	(0.25)	(1.41)	(0.25)	(1.43)	(0.25)	(3.27)
	Average speed per hour		22.03	16.32	16.27	16.32	15.97	16.32	7.94

Automatic Block

Westward trains take siding at Santa Cruz.

Westward First Class Trains take siding when meeting Eastward First Class Trains at Felton.

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 87 stop on signal at Aldercroft Saturday and Sunday.

Nos. 501 and 87 stop on signal at Eccles.

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS					Distance from San Francisco		Time Table No. 101 June 15, 1915
	358 Way Freight	356 Way Freight	124 San Francisco Passenger	84 Scenic Local	122 Watsonville Jct. Passenger	118 Watsonville Jct. Passenger	116 San Francisco Passenger			STATIONS
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
				8.10AM				0.0		SAN FRANCISCO
Term. YTWF	4.10PM	12.40PM	3.35PM	11.30AM	9.30AM	8.15AM	5.30AM	79.2	DRP	SANTA CRUZ 1.2
			f 3.38	s 11.33	f 9.33	f 8.18	f 5.33	80.4		SEABRIGHT (Spur) 0.5
			f	f	f	f	f	80.9		TWIN LAKES (Spur) 1.1
			f	f	f	f		82.0		DEL MAR 1.2
				11.41				83.2		OPAL (Spur) 0.7
21	4.27	1.09	s 3.48	s 11.44	s 9.43	s 8.30	s 5.45	83.9	D	CAPITOLA 1.2
			f	f	f	f	f	85.1		NEW BRIGHTON 1.9
16 YW	4.37	1.30	s 3.55	s 11.55	s 9.53	s 8.40	s 5.53	87.0	D	APTOS 0.7
6	4.40	1.37	3.57	11.57AM	9.55	8.43	5.55	87.7		FARLEY 2.0
			f	f	f	f	f	89.7		LEONARD (Spur) 0.9
			f	f	f	f	f	90.6		MANRESA (Spur) 1.9
14	5.00	1.52	f 4.08	f 12.07PM	f 10.05	f 8.53	f 6.03	92.5		ELLICOTT 3.3
39	5.15	2.02	f 4.18	f 12.15	f 10.15	f 9.02	f 6.09	95.8		NUGA 2.0
Yard	5.25	2.09	s 4.23	s 12.20	s 10.20	s 9.09	s 6.15	97.8	D	P. V. R. R. Crossing WATSONVILLE 1.7
Yard YWF	5.35PM	2.15PM	s 4.30PM	s 12.25PM	s 10.25AM	s 9.15AM	s 6.20AM	99.5	DNRP	WATSONVILLE JCT.
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(20.3)
	(1.25) 14.33	(1.35) 12.80	(0.55) 22.14	(0.55) 22.14	(0.55) 22.14	(1.00) 20.30	(0.50) 24.36			Time over District Average speed per hour

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS						Distance from San Francisco		Time Table No. 101 June 15, 1915
	354 Way Freight	522 Boulder Creek Passenger	520 Boulder Creek Passenger	518 Boulder Creek Passenger	516 Boulder Creek Passenger	514 Boulder Creek Passenger	512 Boulder Creek Passenger			STATIONS
	Leave Tues., Thurs. and Sat.	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily Except Sat. and Sun.	Leave Saturday and Sunday	Leave Daily	Leave Daily			
			4.10PM			8.00AM	8.10AM	0.0		SAN FRANCISCO
38 TW	11.11AM	7.30PM	6.30PM	4.45PM	2.05PM	12.05PM	11.01AM	72.4	DRP	FELTON 1.0
		f	f	f	f	f	f	73.4		BONNY BRAE 0.9
		f	f	f	f	f	f	74.3		BRACKNEY 0.4
		f	f	f	f	f	f	74.7		GLEN ARBOR (Spur) 1.2
		f	f	f	f	f	f	75.9		NEWELL JUNC. (Spur) 0.4
11	11.47AM	s 7.45	s 6.45	s 5.00	s 2.20	s 12.20	s 11.14	76.3	D	BEN LOMOND 1.0
		f	f	f	f	f	f	77.3		PHILLIPSHURST 0.3
		f	f	f	f	f	f	77.6		SIESTA (Spur) 0.3
		f	f	f	f	f	f	77.9		FISH HATCHERY 0.4
	12.05PM	f 7.54	f 6.54	f 5.09	f 2.29	f 12.29	f 11.21	78.3		BROOKDALE (Spur) 0.5
		f	f	f	f	f	f	78.6		HARRIS 0.3
		f	f	f	f	f	f	79.1		FILBERT 0.6
Term. TW	12.15PM	s 8.00PM	s 7.00PM	s 5.15PM	s 2.35PM	s 12.35PM	s 11.26AM	79.7	DRP	BOULDER CREEK
	Arrive Tues., Thurs. and Sat.	Arrive Sunday only	Leave Daily Ex. Sunday	Arrive Daily Except Sat. and Sun.	Arrive Saturday and Sunday	Arrive Daily	Arrive Daily			(7.3)
	(1.04) 6.84	(0.30) 14.60	(0.30) 14.60	(0.30) 14.60	(0.30) 14.60	(0.30) 14.60	(0.25) 17.52			Time over District Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 512 is superior to No. 513.
No. 354 is superior to No. 353.

Westward trains take siding at Santa Cruz.

San Francisco and Watsonville Jct. Sub-Division—TOWARD SAN FRANCISCO.

Westward.

	Time Table No. 101 June 15, 1915	Distance from Watsonville Jct.	FIRST CLASS					THIRD CLASS	
			✓ **119** Boulder Creek Passenger	✓ **123** Santa Cruz Passenger	✓ **125** Santa Cruz Passenger	✓ **87** Scenic Local	✓ **127** Santa Cruz Passenger	**355** Way Freight	**357** Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SAN FRANCISCO	99.5				9.30PM			
DRP	**SANTA CRUZ** 1.2	20.3	s 10.25AM	s 11.55AM	s 1.25PM	s 5.55PM	s 8.55PM	6.55AM	11.25AM
	SEABRIGHT 0.5	19.1	f 10.20	f 11.50	f 1.20	s 5.50	f 8.50		
	TWIN LAKES 1.1	18.6	f	f	f	f	f		
	DEL MAR 1.2	17.5	f	f	f	f	f		
	OPAL 0.7	16.3		11.41					
D	CAPITOLA 1.2	15.6	s 10.10	s 11.28	s 1.09	s 5.40	s 8.40	6.38	11.05
	NEW BRIGHTON 1.9	14.4	f	f	f	f	f		
D	APTOS 0.7	12.5	s 9.59	s 11.18	s 1.01	s 5.32	s 8.32	6.26	10.55
	FARLEY 2.0	11.8	9.55	11.16	12.58	5.30	8.30		
	LEONARD 0.9	9.8	f	f	f	f	f		
	MANRESA 1.9	8.9	f	f	f	f	f		
	ELLICOTT 3.3	7.0	f 9.47	f 11.07	f 12.49	f 5.22	f 8.22	6.03	10.30
	NUGA 2.0	3.7	f 9.40	f 11.00	f 12.42	f 5.15	f 8.15	5.43	10.15
D	P. V. R. R. Crossing WATSONVILLE 1.7	1.7	s 9.35	s 10.55	s 12.37	s 5.10	s 8.10	5.36	9.46
DNRP	**WATSONVILLE JCT.**	0.0	9.30AM	10.50AM	12.30PM	5.05PM	8.05PM	5.30AM	9.40AM
	(20.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District Average speed per hour		(0.55) 22.14	(1.05) 18.60	(0.55) 22.14	(0.50) 24.36	(0.50) 24.36	(1.25) 14.33	(1.45) 11.60

San Francisco and Watsonville Jct. Sub-Division—TOWARD SAN FRANCISCO.

Westward.

	Time Table No. 101 June 15, 1915	Distance from Boulder Creek	FIRST CLASS				THIRD CLASS
			✓ **511** Watsonville Jct. Passenger	✓ **513** Felton Passenger	✓ **515** Felton Passenger	✓ **517** Felton Passenger	**353** Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tuesday, Thursday and Saturday
	SAN FRANCISCO	79.7	9.50AM		5.50PM	9.30PM	
DRP	**FELTON** 1.0	7.3	s 7.25AM	s 12.00 Noon	s 1.55PM	s 6.25PM	1.40PM
	BONNY BRAE 0.9	6.3	f	f	f	f	
	BRACKNEY 0.4	5.4	f	f	f	f	
	GLEN ARBOR 1.2	5.0	f	f	f	f	
	NEWELL JUNC. 0.4	3.8	f	f	f	f	
D	BEN LOMOND 1.0	3.4	s 7.09	s 11.47	s 1.39	s 6.09	1.17
	PHILLIPSHURST 0.3	2.4	f	f	f	f	
	SIESTA 0.3	2.1	f	f	f	f	
	FISH HATCHERY 0.4	1.8	f	f	f	f	
	BROOKDALE 0.5	1.4	f 7.00	f 11.40	f 1.30	f 6.00	12.57
	HARRIS 0.3	0.9	f	f	f	f	
	FILBERT 0.6	0.6	f	f	f	f	
DRP	**BOULDER CREEK**	0.0	6.55AM	11.35AM	1.25PM	5.55PM	12.50PM
	(7.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tuesday, Thursday and Saturday
	Time over District Average speed per hour		(0.30) 14.60	(0.25) 17.52	(0.30) 14.60	(0.30) 14.60	(0.50) 8.76

Westward trains are superior to trains of the same class in the opposite direction.

Exceptions: No. 512 is superior to No. 513.
No. 354 is superior to No. 353.

Westward trains take siding at Santa Cruz.

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		SECOND CLASS	FIRST CLASS						Distance from San Francisco		Time Table No. 101 June 15, 1915
	802	352	202	18	506	510	558	502	508			
	Way Freight	Way Freight	New Almaden Mixed	Seashore Express	San Jose Passenger (Via Oakland)	Milk Train	San Jose Passenger (Via Oakland)	Santa Cruz Passenger (Via Oakland)	Milk Train			
	Leave Daily Ex. Sun.	Leave Tuesday, Thursday, Saturday	Leave Monday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
				9.00PM	5.00PM		1.40PM	8.00AM		0.0		**SAN FRANCISCO**
Yard	2.05PM			11.15PM	7.05PM	3.50PM	3.35PM	10.10AM	5.45AM	44.3	D	SANTA CLARA 1.4
I	2.10PM	5.30AM	10.00AM	s 11.20PM	s 7.10PM	s 3.55PM	s 3.40PM	s 10.15	s 5.50AM	45.7	R	**COLLEGE PARK** 1.1
Yard TWFO		5.35	s 10.05					s 10.20		46.8	DP	WEST SAN JOSE 2.1
		5.40	f 10.10					f		48.9		FOYLE (Spur) 0.8
			f					f		49.7		MOULTON (Spur) 1.0
34 W		5.55	s 10.16AM					s 10.28		50.7	DR	**CAMPBELL** 2.2
										52.9		VASONA (Spur) 0.4
		6.01AM						s 10.35AM		53.3 51.8	RP	**VASONA JUNCTION**
	Arrive Daily Ex. Sunday	Arrive Tuesday, Thursday, Saturday	Arrive Monday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(9.0)
	(0.05)	(0.31)	(0.16)	(0.05)	(0.05)	(0.05)	(0.05)	(0.25)	(0.05)			Time over District
	16.80	14.71	18.75	16.80	16.80	16.80	16.80	21.60	16.80			Average speed per hour

Western Division trains will be governed by Western Division time table between Santa Clara and College Park.

Eastward. Westward.
FROM S. F.—S. F. and Watsonville Jct. Sub-Div.—TOWARD S. F.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco		Time Table No. 101 June 15, 1915 STATIONS	Distance from So. San Francisco
	0.0	DNR	**SAN FRANCISCO**	13.0
W	11.4		**BADEN** 1.6	1.6
Yard	13.0	D	SO. SAN FRANCISCO	0.0

Service performed by extra trains only.

Eastward. Westward.
San Francisco and Watsonville Jct. Sub-Division.

Capacity of siding in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco	Time Table No. 101 June 15, 1915 STATIONS	Distance from Loma Prieta
	0.0	**SAN FRANCISCO**	90.4
16 WY	87.0	**APTOS** 3.0	3.4
	90 0	MOLINO (Spur) 0.4	0.4
	90.4	**LOMA PRIETA**	0.0
		(3.4)	

Service on Loma Prieta Branch performed by extra trains only.

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS				Distance from San Francisco		Time Table No. 101 June 15, 1915		Distance from San Bruno	FIRST CLASS				
	98	96	94	92						91	35	93	95	97
	Loop Way Pass.	San Bruno Way Pass.	San Bruno Way Pass.	San Bruno Way Pass.						SanFrancisco Way Pass.	San Jose Way Pass.	Colma Way Pass.	SanFrancisco Way Pass.	Loop Way Pass.
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday			STATIONS			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
	5.30PM		11.30AM	5.05AM	0.0	DNR	**SAN FRANCISCO** 0.9	Double Track	13.6	6.35AM	7.30AM		2.30PM	7.15PM
I					0.9		**W. P. Ry. Crossing** 0.3		12.7					
					1.2		**O. S. Ry. Crossing** 0.4		12.4					
	5.37		11.37	5.12	1.6		EIGHTEENTH STREET 1.1		12.0	6.27	7.22		2.21	7.07
	s 5.40		s 11.41	s 5.15	2.7		VALENCIA STREET 1.3		10.9	s 6.23	s 7.18		s 2.17	s 7.03
	f 5.44		f 11.45	f 5.19	4.0		BERNAL 1.2		9.6	f 6.19	f 7.14		f 2.12	f 6.59
52	f 5.47		f 11.48	f 5.22	5.2		ELKTON 0.6		8.4	f 6.16	f 7.11		f 2.09	f 6.56
					5.8		RUP (Spur) 0.5		7.8					
	s 5.50		s 11.52	s 5.25	6.3		OCEAN VIEW (Spur) 1.1	Double Track	7.3	s 6.13	s 7.08		s 2.06	s 6.53
46	f 5.53		f 11.55	f 5.28	7.4		DALY CITY 0.7		6.2	f 6.10	f 7.04		f 2.02	f 6.49
52	f 5.55		f 11.57	f 5.30	8.1		UNION PARK 0.4		5.5	f 6.08	f 7.02		f 1.59	f 6.47
	s 5.56	1.15PM	s 11.59AM	s 5.31	8.5	R	COLMA (Spur) 0.6		5.1	s 6.07	s 7.01	s 12.38PM	s 1.58	s 6.46
	f	f	f	f	9.1		GREENLAWN (Spur) 0.6		4.5	f	f	f	f	f
	f	f	f	f	9.7		EMANUEL (Spur) 0.6		3.9	f	f	f	f	f
	f 6.02	f 1.24	s 12.08PM	f 5.40	10.3		HOLY CROSS (Spur) 1.1		3.3	f 6.00	f 6.54	f 12.29	f 1.49	f 6.39
W	f 6.05	f 1.27	f 12.11	f 5.43	11.4		**BADEN** (Spur) 1.6		2.2	f 5.57	f 6.51	f 12.26	f 1.46	f 6.36
Y	f 6.09	f 1.31	f 12.15	f 5.47	13.0		**TANFORAN** 0.6		0.6	5.53	6.47	12.22	1.42	6.32
	s 6.11PM	s 1.33PM	s 12.17PM	s 5.50AM	13.6	RP	**SAN BRUNO**		0.0	5.51AM	6.45AM	12.20PM	1.40PM	6.30PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			(13.6)			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(0.41)	(0.18)	(0.47)	(0.45)			Time over District			(0.44)	(0.45)	(0.18)	(0.50)	(0.45)
	19.90	17.00	17.36	18.13			Average speed per hour			18.54	18.13	17.00	16.32	18.13

ADDITIONAL STOPS—Nos. 35, 91, 92, 93, 94, 95, 96, 97 and 98 stop on signal at Woodlawn, Eternal Home, Mt. Olivet, Sholim and Cypress Lawn.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 92 is superior to No. 91. No. 96 is superior to No. 95.
No. 94 is superior to No. 93. No. 98 is superior to No. 97.

San Francisco and Watsonville Jct. Sub-Division—TOWARD SAN FRANCISCO. Westward.

	Time Table No. 101 June 15, 1915	Distance from Vasona Junction	FIRST CLASS						THIRD CLASS	
			17 Seashore Express	505 San Francisco Passenger (Via Oakland)	187 Niles Passenger	501 San Francisco Passenger (Via Oakland)	87 Scenic Local	557 San Francisco Passenger (Via Oakland)	801 Way Freight	351 Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Mon., Wed., & Fri.
	SAN FRANCISCO	53.3	10.10AM	11.10AM		5.50PM	9.30PM	10.00PM		
D	SANTA CLARA 1.4	9.0	8.05AM	s 9.00AM	s 9.20AM	s 3.50PM		s 8.10PM	4.45PM	
R	COLLEGE PARK 1.1	7.6	8.00AM	8.55AM	9.15AM	s 3.40	s 8.03PM	8.05PM	4.35PM	5.30PM
DP	WEST SAN JOSE 2.1	6.5				s 3.35	s 8.00			5.25
	FOYLE 0.8	4.4				f				5.15
	MOULTON 1.0	3.6				f				
DR	CAMPBELL 2.2	2.6				s 3.21	s 7.51			5.05
	VASONA 0.4	0.4								
RP	VASONA JUNCTION	0.0				3.16PM	7.46PM			4.47PM
	(9.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun	Leave Mon., Wed., & Fri.
	Time over District		(0.05)	(0.04)	(0.05)	(0.34)	(0.17)	(0.05)	(0.10)	(0.43)
	Average speed per hour		16.80	21.00	16.80	15.88	26.82	16.80	8.40	10.60

Western Division trains will be governed by Western Division time table between College Park and Santa Clara.

Eastward. FROM S. F.—San Francisco and Watsonville Jct. Sub-Division—TOWARD S. F. Westward.

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 101 June 15, 1915	Distance from Tres Pinos	FIRST CLASS			THIRD CLASS	
	414 Way Freight	416 Way Freight	208 Tres Pinos Passenger	206 Tres Pinos Passenger	204 Hollister Passenger					203 Gilroy Passenger	205 Gilroy Passenger	207 Gilroy Passenger	415 Way Freight	413 Way Freight
	Leave Mon., Wed. & Fri.	Leave Tues., Thur.&Sat.	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thur.&Sat.	Arrive Mon., Wed. & Fri.
			3.00PM		8.05AM	00.0		SAN FRANCISCO	101.1	10.10AM	4.00PM	8.10PM		
	10.32AM	7.50AM	6.00PM	1.30PM	10.22AM	83.2	RP	CARNADERO 0.7	17.9	s 6.51AM	s 11.35AM	s 4.55PM	12.05PM	12.40PM
			f	f	f	83.9		PLANTEL (Spur) 2.0	17.2	f	f	f		
			f	f	f	85.9		FEP (Spur) 4.4	15.2	f	f	f		
11	11.20	8.15	f 6.15	f 1.45	f 10.37	90.3		HUDNER 4.6	10.8	f 6.35	f 11.20	f 4.33	11.35AM	12.20
20 W	11.40AM	8.45	s 6.25	s 1.55	s 10.47AM	94.9	DR	HOLLISTER 6.2	6.2	s 6.25	s 11.10AM	s 4.23	11.20 10.20	12.05PM
Term. T		9.15AM	s 6.40PM	s 2.15PM		101.1	DR	TRES PINOS	0.0	6.10AM		4.00PM	9.55AM	
	Arrive Mon., Wed. & Fri.	Arrive Tues., Thur.&Sat.	Arrive Daily	Arrive Daily	Arrive Daily			(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thur.&Sat.	Leave Mon., Wed. & Fri.
	(1.08)	(1.25)	(0.40)	(0.45)	(0.25)			Time over District		(0.41)	(0.25)	(0.55)	(2.10)	(0.35)
	8.03	12.63	26.85	23.86	24.08			Average speed per hour		26.19	24.08	19.53	8.26	20.05

NOTE—All trains stop on signal at Sawyer's Crossing, M. P. 85, and at San Benito Springs, 4 miles east of Hollister.

Eastward. FROM S. F. TOWARD S. F. Westward. S. F. and Watsonville Jct. Sub-Div.

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	SECOND CLASS 202 New Almaden Mixed	Distance from San Francisco	Time Table No. 101 June 15, 1915	Distance from New Almaden
	Leave Mon. Only		STATIONS	
		0.0	SAN FRANCISCO	64.1
34 W	10.16AM	50.7	DR CAMPBELL 0.1	13.4
		50.8 54.5	JC. ALMADEN BR. 1.5	13.3 9.6
	f 10.23	56.0	L. G. & S. J. ROAD 0.7	8.1
	f 10.27	56.7	UNION AVE. (Spur) 2.4	7.4
	f 10.37	59.1	LE FRANC (Spur) 0.8	5.0
	f 10.41	59.9	THONA 2.8	4.2
6	f 10.53	62.7	ALMADEN CROSS'G 1.4	1.4
Term.	s 11.00AM	64.1	R NEW ALMADEN	0.0
	Arrive Mon. Only		(9.7)	
	(0.44)		Time over District	
	13.23		Average speed per hour	

Eastward. FROM S. F.—San Francisco and Watsonville Jct. Sub-Division—TOWARD S. F. Westward.

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS					Distance from San Francisco		Time Table No. 101 June 15, 1915	Distance from Davenport	FIRST CLASS			
	410 Davenport Mixed	408 Davenport Mixed	406 Davenport Mixed	404 Davenport Mixed	402 Davenport Passenger					401 Santa Cruz Passenger	403 Santa Cruz Mixed	405 Santa Cruz Mixed	407 Santa Cruz Mixed
	Leave Daily	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
						0.0		SAN FRANCISCO	90.7				
Term. FWTY	4.40PM	1.45PM	12.45PM	8.00AM	6.00AM	79.2	DRP	SANTA CRUZ 1.9	11.5	s 7.15AM	s 11.45AM	s 4.00PM	s 6.10PM
52	f 4.45	f 1.50	12.50	8.05	f 6.05	81.1		ORBY 2.3	9.6	f 7.08	11.37	3.53	f 6.03
						83.4		WILDER SPUR 2.5	7.3				
37	f 4.57	f 2.02	1.02	f 8.17	f 6.17	85.9		GODOLA 4.8	4.8	f 6.56	11.26	f 3.41	f 5.51
Term. WY	s 5.10PM	s 2.15PM	s 1.15PM	s 8.30AM	s 6.30AM	90.7	RP	DAVENPORT	0.0	6.45AM	11.15AM	3.30PM	5.40PM
	Arrive Daily	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			(11.5)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(0.30)	(0.30)	(0.30)	(0.30)	(0.30)			Time over District		(0.30)	(0.30)	(0.30)	(0.30)
	23.00	23.00	23.00	23.00	23.00			Average speed per hour		23.00	23.00	23.00	23.00

ADDITIONAL STOPS—Nos. 401, 402, 407, 408 and 410 stop on signal at Younglove Avenue, Santa Cruz. Nos. 402 and 407 stop on signal at California Street, Santa Cruz Nos. 404 and 407 stop on signal at Laguna Creek. Nos. 401, 402, 405, 406, 408 and 410 stop on signal at Laguna Creek, Liddell and Lower Crossing Davenport. All trains stop on signal at Wilder Spur, and at point opposite dairy buildings one-half mile west of Wilder Spur.

Eastward. FROM S. F.—TOWARD S. F. Westward. San Francisco and Watsonville Jct. Sub-Div.

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco	Time Table No. 101 June 15, 1915	Distance from New Almaden	FIRST CLASS 201 San Jose Mixed
		STATIONS		Arrive Mon. Only
	0.0	SAN FRANCISCO	63.0	
51	55.5	R LICK 3.4	7.5	s 11.50AM
12	58.9	ALAMITOS 0.9	4.1	f 11.30
16 W	59.8	SEALS 1.5	3.2	f 11.25
	61.3	GREYSTONE 1.7	1.7	s 11.18
Term.	63.0	R NEW ALMADEN	0.0	11.10AM
		(7.5)		Leave Mon. Only
		Time over District		(0.40)
		Average speed per hour		11.25

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 204 is superior to No. 205; No. 410 is superior to Nos. 405 and 407; No. 402 is superior to No. 401.

SPECIAL RULES.

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

ON DOUBLE TRACK, BETWEEN SAN FRANCISCO AND SAN JOSE VIA BAY SHORE, ANY ENGINE MAY RUN EXTRA BETWEEN ANY POINTS WITHOUT RUNNING ORDERS, BUT MUST COMPLY WITH RULE 83-A BEFORE LEAVING SAN FRANCISCO AND SAN JOSE.

STANDARD CLOCKS.

San Francisco, Dispatcher's Office,
" **"** Yard Master's Office,
" **"** Engineers' Room,
Redwood City passenger station,
San Jose " "
Santa Cruz " "
Gilroy " "
Tres Pinos " "
Watsonville Jct. " "
San Luis Obispo, Dispatcher's Office,
Boulder Creek passenger station,
Del Monte Jct. " "
Pacific Grove " "
Salinas " "
King City " "
Paso Robles " "
Santa Margarita " "
Lompoc Jct. " "
Santa Barbara " "

WATCH INSPECTORS.

Webb C. Ball, General Time Inspector, Flood Bldg. ....San Francisco.
T. Lundy, 718 Market St. San Francisco.
P. H. Shuey, 2006 Mission St. ....San Francisco.
R. Kocher & Son.......San Jose.
H. W. Copp and H. W. Copp, Jr.
San Jose to Santa Cruz, via Watsonville Jct. and Tres Pinos Branch.
J. J. Fretwell..........Los Gatos.
J. P. McAlpine.....Gilroy.
G. P. Martin........Watsonville.
Klein & Trumbley..Santa Cruz.
A. W. Anderson.....Salinas.
E. B. Lewis........Pacific Grove.
M. Marshall....... San Luis Obispo.
A. A. Poole.........Santa Barbara.
E. H. Pratt.........Lompoc.

BULLETIN BOARDS.

San Francisco,
Redwood City,
San Jose,
Gilroy,
Watsonville Jct.
Santa Cruz,
Pacific Grove,
Boulder Creek,
Paso Robles,
San Luis Obispo,
Lompoc Jct.
Santa Barbara.

CLEARANCES.

Trains must obtain clearance card before leaving San Jose.

Trains must obtain clearance card before leaving Santa Cruz when an operator is on duty.

Trains to and from Pacific Grove branch must obtain clearance card before leaving Del Monte Junction when an operator is on duty.

Eastward trains via Los Altos must obtain clearance card at Mayfield when operator is on duty.

Within automatic block limits, last portion of Rule 86 will not apply.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations except when operator is on duty.

REGISTERING.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

EXCEPTIONS.

Colma:

Only trains originating and terminating will register.

San Bruno:

Only No. 35 and trains originating and terminating will register.

Redwood City:

Only trains via Dumbarton line and trains originating and terminating will register.

Mayfield:

Only trains via Los Altos and trains originating and terminating will register.

College Park:

Only trains via West San Jose and Western Division trains originating or terminating at San Jose or College Park will register.

All eastward trains on Campbell line stopping to register at College Park switch house must not stop until rear of train is east of three-arm signal at this point.

All eastward trains into Market Street station, when stopping to register at College Park switch house, must not stop with more than one car west of switch house.

All westward Coast Division trains stopping at College Park station must not stop until rear of train is west of dwarf signal at this point.

Western Division trains holding orders to display signals to College Park will continue to do so on Coast Division College Park to San Jose, and will display signals from San Jose when holding orders to display signals on Western Division from College Park.

Lick and Campbell:

Only trains moving over New Almaden Branches will register.

Gilroy:

Nos. 101, 77 and 75 will register by ticket as per Rule 83-B.

Carnadero:

Only Tres Pinos Branch trains will register.

Del Monte Junction:

Only trains originating and terminating and trains via Gigling will register.

Salinas:

Only trains originating and terminating will register.

Paso Robles:

Only trains originating and terminating will register.

Santa Margarita:

Nos. 75 and 77 will register by ticket as per Rule 83-B.

RAILROAD CROSSINGS NOT INTERLOCKED.

Monte Vista............................Peninsular Railway.
Congress Junction.....................Peninsular Railway.
Watsonville............................Pajaro Valley Consolidated Ry.
Nashua..................................Pajaro Valley Consolidated Ry.

One long blast of the whistle should be sounded at the proper distance when approaching same, two short blasts to be sounded after the train has stopped and before passing over the crossing.

TRAIN AND AIR INSPECTION.

Air brakes on all trains must be tested at Santa Margarita, Davenport, Glenwood, Santa Cruz, Boulder Creek, Tres Pinos and New Almaden and when air line has been cut or cars are picked up or set out at any point, in the manner prescribed by air brake Rule No. 14.

USE OF RETAINERS.

Conductors will be responsible for proper handling of retainers by brakeman.

On passenger trains descending grades between San Luis Obispo and Santa Margarita, one-half the retainers will be turned up on all cars to which trainmen have access, and after proceeding two miles remaining retainers will be turned up, those first turned up will then be turned down; such alternation to be continued every two miles until arrival at San Luis Obispo or Santa Margarita.

On freight trains descending grades between San Luis Obispo and Santa Margarita, all retainers will be used.

On ordinary grades retainers will be used on freight trains in accordance with Rules 46, 47 and 48, governing air brakes. "Red Book," effective July 1, 1909.

Retainers will be used under other circumstances where in the judgment of the engine and train crew it is deemed necessary.

USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, between San Francisco and Santa Barbara, and between Vasona Junction and Santa Cruz, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form "G," Example 3.
(4) When giving any train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operators on all districts will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Attention of conductors and engineers is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC BLOCK SYSTEM.

Signal eastward trains Watsonville Junction yard and westward trains San Luis Obispo yard and distant signal westward trains Logan yard on left side of track.

Referring to Rule 504, Book of Rules: On **SINGLE TRACK** trains will wait five minutes before following flagman.

San Jose. If signal 464 is at stop, proceed immediately; in storm or fog, flag.

West Santa Barbara, signal 3686 will not assume the proceed position until after switch is lined for eastward track.

Trains delayed by block signals must report to Superintendent by wire. Conductor must use every reasonable effort to ascertain cause.

OVERLAPS.

Affecting eastward trains—Nova and Hathaway. Westward trains—Tennant and Miller. Eastward and westward trains—Logan. Trains in direction indicated holding main track against opposing trains must not pass post marking overlap of adjoining block, and switch must not be opened to head opposing train into siding until it is known that expected train has passed signal at opposite end of block.

STAFF LIMITS.

Wright and Glenwood. Staff is used as additional precaution and does not suspend requirements of rules, time-table nor train orders. Westward trains obtain staff at Glenwood, eastward trains at Wright when operator is on duty, and must not pass station train order signal until staff is in their possession.

In case of wire trouble, trains may move within these limits on authority of staff only; Rule 457 will not apply. When trains do not get staff, must register at Wright and Glenwood.

INTERLOCKING SIGNAL TOWERS.

Trains must clear detector circuit at all times.

Particular attention to Rules 663, 671 and 903.

Engineers will sound one short and two long (o ——— ———) blasts of the whistle for Coast Division main track.

Ninth and Division Tower.

Eastward trains governed by one-arm signal 420 feet west of tower.

Westward trains governed by one-arm signal 900 feet east of tower; this signal governs to two-arm signal 40 feet east of tower.

Two-arm signal 40 feet east of tower; upper arm for westward main track; lower arm for other routes.

Other movements governed by dwarf signals within interlocked limits.

Whistle signals are to be used.

One short and one long (o ———) blast of the whistle if they desire switches lined up for Chemical Works (track 66); one long and one short (——— o) blast of the whistle if they desire switches lined up for the upper stone yard; one short, one long and two short (o ——— o o) blasts of the whistle if they desire switches lined up for the lower stone yard; two long and one short (——— ——— o) blast of the whistle if they desire switches lined up for National Ice Company spur (track 61); two short, one long and two short (o o ——— o o) blasts of the whistle if they desire switches lined up against traffic.

College Park Tower.

Eastward trains governed by signals on bridge 1200 feet west of tower. The signal posts on bridge are placed over track trains approach.

Upper arm good eastward on main track to two-arm post 250 feet east of tower; lower or short arm good eastward for other routes.

Two-arm post 250 feet east of tower, upper arm good for eastward main track to San Jose; lower arm good to Campbell line.

Westward trains from San Jose governed by three-arm signal 700 feet east of tower; upper arm for main track to San Francisco; middle arm for Newark track, and lowest arm good for other routes.

Westward trains Campbell track governed by three-arm signal 500 feet east of tower; upper arm for main track to San Francisco; middle arm for Newark track, and lowest arm other routes.

Trains from San Jose freight yard governed by dwarf signal 10 feet east of cross-over switch.

Other movements governed by dwarf signals.

Engineers will sound two short, one long and two short (o o ——— o o) blasts of whistle for Newark or Campbell track; one long and one short (——— o) blasts of whistle for San Jose freight yard; two long and one short (——— ——— o) blasts of whistle for Santa Cruz drill track; one short and one long (o ———) blasts of whistle for Santa Clara.

San Jose Tower, Coast Division.

Towerman will not change signals to proceed for westward Coast Division trains while westward track in depot is occupied by train.

Two-arm signal 150 feet west of tower, upper arm governs movement of eastward trains, main track; lower arm governs movement to spur at Third Street.

Single arm signal at Fourth Street governs movement westward trains to two-arm signal at Third Street.

Upper arm at Third Street signal governs movement westward trains, westward main track; lower arm governs movement westward trains through cross-over to dwarf signal or to eastward main track.

Dwarf signals govern movement of eastward trains from track 3 or from freight yard to main track.

Westward Coast Division trains desiring to enter freight yard will sound one long and one short (——— o) blasts of the whistle.

San Jose Tower, Western Division.

Two-arm signal at Third Street, upper arm governs movement of eastward trains to dwarf signal; lower arm governs movement to spur between First and Second streets.

Dwarf signal governs movement of westward trains from freight yard or track 3 to Niles line.

Eastward Western Division trains desiring to enter freight yard will sound one long and one short (——— o) blasts of the whistle.

Other movements governed by dwarf signals.

Hadley Tower.

Note general and special rules.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH THE FOLLOWING ENGINES ARE COUNTERBALANCED.

Class of Locomotive	Engine Numbers	Maxim'm Speed in Miles per Hr.	Maximum Wheel Pressure
A—84 15-25/28 110	3000 to 3009....................	77	48375
A—81 20/28 105	3025 to 3065....................	77	46380
P—77 22/28 141	2400 to 2437....................	77	35680
P—77 25/28 172s	2453 to 2458....................	....	....
T—63 19/24 105	2221-2230-2233—2234..........	63	29150
T—63 20/26 112	2249-2250-2254-2259-2271......	63	31760
C—57 22/30 180	2624 to 2679....................	52	39650
C—57 22/30 187	2513 to 2599—2752 to 2836......	57	36470
C—57 22/30 184	2698 to 2751....................	57	35965
C—57 22/30 178	2680 to 2693....................	57	34350
M—63 20/28 126	1615 to 1719....................	63	34480
M—63 21/28 144	1749-1799......................	53	42860
M—63 20/28 147	1804 to 1818....................	63	37650
E—73 20/26 100	1526 to 1540....................	73	45615
E—73 20/24 92	1445 to 1458....................	73	33840

The above table is for the information of Enginemen, and must not be considered to in any way authorize exceeding speed restrictions.

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour.

Trains must not exceed a speed of 15 miles per hour between Third St. station, San Francisco, and west portal of Tunnel No. 1; and between Third St. station, San Francisco, and Valencia St. Trains must not exceed a speed of 12 miles per hour through San Jose and Los Gatos, 20 miles per hour through Gilroy, Santa Cruz and Watsonville, 8 miles per hour through Salinas, and 6 miles per hour through Hollister; 30 miles per hour between Dumbarton Wye switch and the first street crossing west of freight house at Redwood City. Time required between slow boards at Redwood City, 2 minutes.

Trains must reduce speed as follows:		Speed per Hour	Distance
Carnadero	700′ East MP 83 to 1700′ East MP 83...........	40 Mi.	1000′
Sargent-Betabel.	MP 87 to MP 89	40 Mi.	2 Miles
East of Betabel .	1000′ East MP 90 to 2000′ West MP 91	40 Mi.	2280′
Logan..........	900′ East MP 92 to 2500′ West MP 94............	30 Mi.	7160′
Elkhorn	1700′ West MP 104 to 2200′ East MP 104..........	30 Mi.	3900′
Rocky Point ...	1900′ East MP 155 to 1380′ West MP 156..........	30 Mi.	2000′
Bradley........	1600′ West MP 194 to 280′ West MP 194...........	30 Mi.	1320′
Templeton ..	560′ East MP 221 to 2000′ West MP 222..........	40 Mi.	2560′
Havel..........	800′ East MP 229 to 1500′ East MP 229...........	40 Mi.	700′
Eaglet.........	300′ West MP 231 to 700′ East MP 231...........	40 Mi.	1000′
Hadley.........	MP 259 to 3000′ East MP 259....................	45 Mi.	3000′
Tiber..........	777′ East MP 261 to 1523′ West MP 262..........	30 Mi.	2980′
Callender	MP 268 to MP 269	45 Mi.	1 Mile
Schuman.........	1000′ West MP 284 to MP 284	45 Mi.	1000′
Schuman.........	MP 285 to 3000′ East MP 285....................	45 Mi.	3000′
Antonio	MP 291 to 1500′ East MP 291....................	45 Mi.	1500′
Lapis..........	3800′ East MP 114 to 480′ West MP 115...........	30 Mi.	1000′
Gigling.........	1000′ East of MP 121 to 2500′ East MP 121	30 Mi.	1500′
Seaside.........	640′ West MP 122 to 2000′ East MP 122...........	30 Mi.	2640′
Del Monte.	2640′ East MP 124 to 3140′ East MP 124..........	30 Mi.	500′
Monterey.	3500′ East MP 125 to 3500′ East MP 126..........	25 Mi.	1 Mile
Pacific Grove...	840′ East MP 127 to 690′ East MP 128...........	25 Mi.	5130′
Los Gatos......	2000′ East MP 55 to MP 56......................	15 Mi.	3200′
Alma..........	500′ West MP 58 to 3500′ East MP 58............	20 Mi.	4000′
Aldecroft	2300′ East MP 59 to 2800′ East MP 59............	20 Mi.	500′
Tunnel No. 1....	....	20 Mi.	6200′
Laurel.........	500′ East MP 63 to East End Tunnel No. 2........	20 Mi.	7800′
Glenwood......	500′ East MP 65 to 3000′ East MP 65............	20 Mi.	2500′
Clems..........	West End Tunnel No. 3 to 300′ East of East End Tunnel No. 3..............................	20 Mi.	1200′
Big Trees.......	East End Tunnel 5 to 2640′ East MP 74..........	20 Mi.	1600′
Rincon..........	1200′ West MP 75 to 200′ East MP 75	25 Mi.	1400′
Rincon..........	1000′ West MP 76 to 300′ West MP 76.............	20 Mi.	700′
Powder Works...	2300′ East MP 76 to 2800′ East MP 76............	25 Mi.	500′
Powder Works...	3900′ East MP 76 to MP 77	25 Mi.	1380′

Eastward freight trains not to exceed speed of 15 miles per hour through Tunnel No. 4 Bay Shore and look for signal to stop from flagman who might be protecting eastward track, stationed inside east end of tunnel.

Running time passenger trains Vasona Junction to Santa Cruz, exclusive of stops, 1 hour 12 minutes.

No train shall exceed a speed of 10 miles per hour on curve at New Almaden Junction, nor speed of 10 miles per hour through cross-overs and entering sidings.

Except as shown in "Speed Restrictions" the following limits of speed will govern:

	Passenger	Freight
West Portal Tunnel 1, San Francisco-Santa Margarita (via Bay Shore)........................	50	35
Santa Margarita-San Luis Obispo.	30	20
San Luis Obispo-Sacate	50	35
Sacate-Santa Barbara	45	35
Valencia St.-San Bruno (via Tanforan)........	25	25
Lick-New Almaden-Campbell....................	15	15
Carnadero-Hollister	50	30
Hollister-Tres Pinos	35	25
Watsonville Jct.-Santa Cruz	40	20
Del Monte Jct.-Pacific Grove.................	40	20
Lompoc Junction-Lompoc	30	20
San Jose-Vasona Junction.....................	50	30
Vasona Junction-Olympia	25	20
Olympia-Santa Cruz	30	20
Davenport-Santa Cruz	50	30
Boulder Creek-Felton	20	12
Loma Prieta Branch	8	8
Mayfield-Vasona Junction	50	30

Maximum speed of certain classes of locomotives running light must not exceed:

Engines of consolidated type...............	40 miles per hour.
Mogul type—compound engines..............	45 " "
Switch engines, 6 wheel connected.........	20 " "

Running Backward.

Consolidated type	20 miles per hour.
Mogul type	25 " "
All types passenger power.................	25 " "

This except where maximum speed is 25 miles per hour, engines backing up in such territory will not exceed 15 miles per hour.

LOCATION OF OVERHEAD STRUCTURES

MAIN TRACK

MILE POST	EAST OF	WEST OF	DESCRIPTION	HEIGHT
1.3	San Francisco.....	Bay Shore.......	Mariposa Street..........	17.0 Ft
1.3	"	"	A. T. & S. F. R. R. Crossing..	21.6 "
1.5	"	"	Tunnel No. 1.............	18.1 "
1.7	"	"	22nd St. Crossing.........	16.9 "
1.9	"	"	23rd St. Crossing.........	16.7 "
2.0	"	"	Tunnel No. 2.............	17.6 "
3.1	"	"	15th Avenue..............	16.1 "
3.4	"	"	Tunnel No. 3.............	18.1 "
4.2	"	"	Paul Avenue..............	19.0 "
4.6	"	"	Tunnel No. 4.............	17.2 "
7.7	Bay Shore........	So. San Francisco..	Tunnel No. 5.............	17.6 "
29.7	Menlo Park.......	Palo Alto........	San Francisquito Creek, Thru Truss..................	21.8 "
120.5	Spreckels Jct......	Spence..........	P. V. C. R. R. Crossing....	21.5 "
222.0	Templeton........	Asuncion.........	Road Crossing............	20.6 "
239.6	Cuesta...........	Thyle...........	Tunnel No. 6.............	16.6 "
240.2	Thyle............	Serrano.........	Tunnel No. 7.............	16.6 "
240.6	"	"	Tunnel No. 8.............	16.6 "
240.9	"	"	Tunnel No. 9.............	18.0 "
241.7	"	"	Tunnel No. 10............	16.0 "
245.9	Serrano..........	Chorro..........	Tunnel No. 11............	16.6 "
251.1	Hathaway........	San Luis Obispo...	Road Crossing, close sides....	25.1 "
251.2	"	" ...	Road Crossing............	21.7 "
251.8	"	" ...	Road Crossing............	21.6 "
261.4	Tiber............	Pizmo...........	Villa Creek, 2nd Crossing, Thru Truss............	19.3 "
279.5	Guadalupe........	Waldorf.........	Road Crossing............	21.3 "
318.3	Sudden...........	Jalama..........	Tunnel No. 12............	18.0 "
334.4	Drake............	Sacate..........	Tunnel No. 13............	17.9 "

SAN BRUNO BRANCH

MILE POST	EAST OF	WEST OF	DESCRIPTION	HEIGHT
3.0	Valencia St.......	Bernal..........	Dolores Street Bridge, Thru Truss..................	19.3 "
3.6	Bernal...........	Elkton..........	Spring Valley Pipe Crossing..	21.3 "
5.7	Elkton...........	Rup.............	U. R. R. Crossing, close sides.	22.1 "

LOS GATOS LINE—VASONA TO SANTA CRUZ

MILE POST	EAST OF	WEST OF	DESCRIPTION	HEIGHT
62.0	Wright...........	Laurel	Tunnel No. 1.............	18.7 "
64.0	Laurel...........	Glenwood........	Tunnel No. 2.............	18.4 "
66.0	Glenwood........	Clems...........	Tunnel No. 3.............	19.3 "
69.3	Meehan..........	Eccles..........	Tunnel No. 4.............	19.8 "
73.4	Big Trees........	Rincon..........	San Lorenzo River Bridge Thru Truss..............	19.0
74.1	"	"	Tunnel No. 5.............	15.5 "
75.5	Rincon...........	Powder Works....	Road Crossing............	....
78.2	Eblis............	Park Street......	Tunnel No. 6.............	16.2 "

WATSONVILLE JUNCTION—SANTA CRUZ BRANCH

MILE POST	EAST OF	WEST OF	DESCRIPTION	HEIGHT
79.3	Santa Cruz.......	Seabright........	Street Crossing...........	18.1 "
79.4	Santa Cruz.......	Seabright........	Road Crossing............	17.7 "
90.1	Leonard..........	Manresa.........	Road Crossing............	19.7 "

MONTEREY BRANCH

MILE POST	EAST OF	WEST OF	DESCRIPTION	HEIGHT
123.5	Seaside..........	Del Monte.......	Foot Bridge..............	21.1 "

LICK—NEW ALMADEN BRANCH

MILE POST	EAST OF	WEST OF	DESCRIPTION	HEIGHT
62.1	Greystone........	New Almaden.....	Arroyo Seco Bridge, Thru Truss..................	19.3 "

Employes must not ride on top of cars at above places.

Employes in suburban and city limits must guard against coming in contact with overhead trolleys and other wires or their connections.

JUNCTION SWITCHES.

Switches at Vasona Junction and Felton must be left set, making track from Mayfield to Santa Cruz the continuous main track.

S. P. Co. trains and San Jose, Los Gatos & Interurban Ry. Co. cars will use S. P. Co. tracks from the junction between Campbell and L. G. & S. J. road to L. G. & S. J. road jointly. Switches at junction points must be lined up for Interurban Ry. Co. line. S. P. Co. train No. 202 has right over San Jose, Los Gatos & Interurban Ry. Co. cars on joint track, but must come to a stop before going on joint track and not exceed a speed of ten miles an hour over joint track. All other S. P. Co. trains must first come to a stop before going on joint track and send flagman in advance immediately, wait five minutes after the flagman has started, and then proceed under control at a speed not exceeding six miles per hour until the train has passed off joint track, taking particular care not to close down on the flagman ahead until he has reached the end of joint track. All such S. P. Co. trains must be protected to the rear as per Rule 99.

FOLLOWING IS LIST OF DISTRICT AND EMERGENCY SURGEONS ON THIS DIVISION.

DISTRICT SURGEONS		DISTRICT
San Francisco........	DR. F. K. AINSWORTH .	All Districts
San Francisco........	DR. W. B. COFFEY......	
San Francisco........	DR. J. H. O'CONNER....	
San Francisco........	DR. S. J. GARDNER.....	
San Francisco........	DR. G. R. CARSON......	
San Francisco........	DR. C. A. WALKER......	
San Francisco	DR. I. E. BENNETT	
San Francisco— Oculist and Aurist..	DR. GRANT SELFRIDGE	
San Francisco— Oculist and Aurist..	DR. REDMOND PAYNE.	
South San Francisco..	DR. ALLAS POWERS....	
San Mateo.........	DR. W. C. BAKER......	**Millbrae to Belmont.**
Redwood City.......	DR. J. L. ROSS........	**Belmont to Atherton.**
Palo Alto..........	DR. L. E. PHILLIPS....	**Atherton to Mayfield.**
Mountain View.......	DR. T. D. ROSS	**Mayfield to Lawrence.**
Santa Clara.........	DR. J. I. BEATTIE.....	**Lawrence to Newark to San Jose.**
San Jose...........	DR. D. A. BEATTIE.... DR. E. F. HOLBROOK..	**Santa Clara to Campbell and to Coyote.**
Gilroy.............	DR. J. A. CLARK.......	**Coyote to Chittenden.**
Hollister...........	DR. R. L. ROOKLEDGE...	**Carnadero to Tres Pinos.**
Salinas............	DR. T. C. EDWARDS....	**Gonzales to Elkhorn.**
Watsonville........	DR. E. E. PORTER..... DR. S. C. RODGERS....	**Aptos, Chittenden and Elkhorn.**
Pacific Grove.......	DR. H. N. YATES......	**Del Monte Jct. to Lake Majella.**
Soledad...........	DR. F. J. BRYANT......	**Gonzales to King City.**
San Miguel.........	DR. WM. McNAUL......	**King City to Wellsona.**
Paso Robles........	DR. R. O. DRESSER....	**Wellsona to Asuncion.**
Santa Margarita.....	DR. J. T. GARDNER	**Asuncion to Serrano.**
San Luis Obispo....	DR. W. M. STOVER.... DR. J. A. GUILFOIL....	**Serrano to Oceano.**
Guadalupe..........	DR. J. H. FRANKLIN...	**Oceano to Concepcion.**
Lompoc............	DR. L. E. HEIGES......	**Lompoc Junction to Lompoc.**
Santa Barbara......	DR. R. BROWN..... .. DR. B. BAKEWELL.....	**Concepcion to Santa Barbara.**
Los Gatos..........	DR. R. P. GOBER.......	**Glenwood to Campbell.**
Santa Cruz.........	DR. P. T. PHILLIPS....	**Aptos to Glenwood.**
Brookdale..........	DR. W. A. PHILLIPS...	**Felton to Boulder Creek.**

EMERGENCY SURGEONS

General Hospital, San Francisco..............	
Visitacion.............................	DR. RICHARD J. DOWDALL
Ocean View.............................	DR. MARY DANGEL
Mayfield...............................	DR. F. M. SEIBERT
Morganhill.............................	DR. F. W. WATT
Kings City.............................	DR. D. BRUMWELL
Gonzales...............................	DR. M. B. GOULD
Goleta.................................	DR. W. A. ROWELL
New Almaden............................	DR. M. D. BAKER
Los Altos..............................	DR. E. H. COLEMAN
Campbell...............................	DR. W. I. MERRELL

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS

Kind of Car	Average Wts.—Pounds Wood	Steel	Steel Underframe
Pullman Parlor	116,000		
Pullman Observation	124,500	150,000	127,000
Pullman Std. Sleepers	125,000	150,000	140,000
Pullman Tourist Sleepers	94,000		110,000
Buffet	114,000		121,000
Buffet (Dynamo)		146,000	
Observation	122,000		
Dining	126,000	146,000	131,000
Business	107,000	178,000	135,000
Chair	87,000	98,000	
Coaches	71,000	92,000	
Postal		110,000–60′ 77,000–40′	
Baggage	75,000	88,000	
Baggage (Dynamo)		106,000	
Baggage and Passenger	54,000		
Baggage and Mail	67,000	94,000	92,000
Tea and Silk	48,000		
Horse Express	81,000		

MISCELLANEOUS.

Sidings on Double Track at:

Visitacion, South San Francisco, Millbrae, San Mateo, San Carlos, Redwood City, Atherton, Mayfield, Mountain View and Lawrence. Cross-overs at San Francisco, 100 feet west of West Portal Tunnel No. 3, Bay Shore, Visitacion, South San Francisco, Tanforan "Y", San Bruno, Aqua, Millbrae, Easton, Burlingame, San Mateo, Belmont, Redwood City, 100 feet east of East Switch leading to Dumbarton Wye, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Lawrence, Santa Clara, College Park, San Jose.

Train Dispatching Circuit telephones at all telegraph offices and sidings between Watsonville Junction and Santa Barbara, excepting Graves and Penvir. Train Dispatching Circuit telephones also between Del Monte Junction and Pacific Grove. Dispatching phone can be used from outside of telegraph office at Gonzales, San Miguel and Edna.

Trains via Bay Shore must approach Tanforan Y and San Bruno under control, looking out for trains via Ocean View, crossing over or going onto eastward track.

Trains via Ocean View must be protected while crossing over or going onto eastward track at San Bruno and Tanforan Y.

Where helper engines on passenger trains are picked up at West San Jose or Santa Cruz, and are to be cut out at Glenwood in either direction, the helper shall be cut in ahead, but in event of the helper going through from Santa Cruz to West San Jose, or vice versa, the road engine shall be cut in ahead.

When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

In order that there may be no misunderstanding, whistle signals must be of uniform duration, as for example:

Station Whistle: Blast should be 5 seconds duration.

Crossing Signal: Long blasts should be of 2½ seconds duration each; short blasts, 1 second each.

Call for Station Semaphore: Each blast should be of 2 seconds duration. Answer to same, 1 second each.

Call in Flagman: Each blast should be of 5 seconds duration.

Calling Attention to Signals Displayed: Long blast, 2½ seconds, short blasts, one second each.

Particular care should be exercised to cut the blasts off sharp, and not to slur them.

When one torpedo is exploded, train will stop (see Rule 15). If no person is at hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(A) If view is obscured (by curves, fog, storm, etc.), flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(B) If track is seen to be clear or (within automatic block limits) if signals indicate "PROCEED," train may proceed, but will run under control for a distance of one-half mile before resuming full speed.

On double track lines, when a train finds a fusee burning red, train should be brought to a stop and may then proceed CAUTIOUSLY, not exceeding six (6) miles per hour, to the obstruction or until clear signal is reached, or until track is known to be clear.

At Redwood City westward trains via Dumbarton line will stop to clear sign reading "End of Dumbarton Line," same located just east of the west wye switch. Conductor will then proceed to telegraph office and check register and obtain clearance and get advice of westward extras on Coast Division; then wait five minutes before fouling Coast main track, line switches from Coast siding to Coast westward main track and spur switch (located approximately 700 feet east of passenger station). With proper protection on the Coast Division main track, train may then proceed. This arrangement is necessary to avoid blocking street crossings. Eastward Western Division trains will stop west of the first street crossing west of the passenger station. Conductor will then proceed to the telegraph office and get authority from Coast Division train dispatcher to cross over, throw switches, wait five minutes and make cross-over movement under proper protection.

When westward trains crossover to enter Bay Shore yard at the east end, must stop at signal 71, sound four blasts of whistle (call for signals). On receiving hand proceed signal from herder, move into yard under control, speed not exceeding ten miles per hour. Switches must be thrown in the following order:

A. No. 4, switch at the yard end of crossover.
B. No. 3, trailing point switch in eastward main track.
C. No. 1, switch in westward main track.
D. No. 2, facing point switch in eastward main track.

Before throwing any switches, it must be known that there is no train between signal 62 and the crossover. Also, five minutes must have elapsed from the time switch No. 4 is thrown before switch No. 2 is thrown.

Westward trains leaving Bay Shore yard will throw switches in the following order:

E. Switch No. 5, trailing point switch in westward main track.
F. Switch No. 6, trailing point switch in eastward main track.
G. Switch No. 7, facing point switch in eastward main track.

Before throwing switch No. 7 it must be seen that no eastward train is approaching. Five minutes must have elapsed from the time of throwing No. 5 to the time of throwing No. 7. In addition, after switch No. 7 is thrown, five minutes more must elapse before fouling the main track. Full protection as per Rule 99 must also be given.

At **Mayfield, crossing over from Los Gatos line to westward main track, trainmen throw switches as follows: First, house track, second No. 3, third No. 4, then No. 2, which is facing point switch in eastward main track.**

Street crossings at San Mateo and Gilroy must not be blocked to exceed 5 minutes.

Street crossings must not be blocked nor cars left standing in the street at Watsonville.

Cars must not be left standing on the streets of Redwood City. This refers particularly to the long drill track on the right of the eastward main track.

Head-lights of all engines, marker lights of trains and lights in passenger cars occupied must be kept burning while passing through tunnels between San Francisco and South San Francisco, Cuesta and Goldtree and Wright and Santa Cruz.

Engines on trains of twenty cars or over must in all cases be cut off before taking water.

In such case, or when cut off to flag to telegraph station leaving balance of train on main track, as a precaution, in addition to flagman, place one torpedo on rail 600 feet from remaining portion of train.

E. B. and A. L. Stone Company will do switching at Lapis. S. P. Co. trains going on this spur must protect.

Engines can take an emergency supply of water from stand pipe opposite section house at Neponset.

Consolidation engines must not be turned on Spreckels Junction wye.

RATING OF LOCOMOTIVES—COAST DIVISION.

In M's. of 1,000 pounds back of Tender.

Revised for June 8, 1913.

SOUTHERN PACIFIC COMPANY
COAST DIVISION
OFFICE OF SUPERINTENDENT

San Francisco, May 7, 1915.

BULLETIN NO. 347-A

ALL CONCERNED:

Convention quarters at Asilomar will be opened on May 12th, 1915, and on that date an S. P. Agency will be established and it has also been decided to provide train service between Pacific Grove and Asilomar for the accomodation of passengers attending conferences:

Therefore, beginning May 12th, 1915 and continuing until further advised train and engine crews running trains 144, 84, 28, 146, 27, 143 and 87, will, in addition to their present assignment, be assigned to and run extra between Pacific Grove and Asilomar on the following schedule:

EAST								WEST						
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.		Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
Lv.	Lv.	Lv.	Lv.	Lv.	Lv.	Lv.		Ar.	Ar.	Ar.	Ar.	Ar.	Ar.	Ar.
Da.	Da.	Da.	Da.	Da.	Da.	Da.	STATIONS	Da.	Da.	Da.	Da.	Da.	Da.	Da.
834P	620P	250P	201P	1146A	927A	740A	Pac Grove	759A	946A	1205P	220P	310P	644P	853P
							1.6							
843P	629P	259P	210P	1155A	936A	749A	Asilomar	750A	937A	1156A	211P	301P	635P	844P
Ar.	Ar.	Ar.	Ar.	Ar.	Ar.	Ar.		Lv.	Lv.	Lv.	Lv.	Lv.	Lv.	Lv.
Da.	Da.	Da.	Da.	Da.	Da.	Da.		Da.	Da.	Da.	Da.	Da.	Da.	Da.
146	28	87	84	144	143	27	Above extras to be run by crews of trains as shown below:	27	143	144	84	87	28	146

NOTE: Da.------Daily.

When trains 84 and 146 have no passengers for Asilomar, the extra trains, which are extensions of these trains, will not be run, the schedule trains under such conditions will, of course, terminate at Pacific Grove per time table.

Conductors will keep record of number of passengers handled on extra trains and report same on back of time slip, Form 2631.

T. Ahern,
Superintendent

"SAFETY FIRST"
There is always a "Best Way"
to do things-Learn the
"Best Way" and become
Efficient and Safe Employes.
- - - -

SAN LUIS OBISPO AND SANTA BARBARA

UGH	LOCAL
	....
	980
	1350
	1000
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	1905
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MILEAGE.

MAIN LINES.

to Santa Barbara	S. P. R. R.	365.46	
Div. to San Jose	C. P. Ry	.32	
Div. to College Park	S. P. C. Ry	1.37	
ain Line			367.15

BRANCHES.

	S. P. C. Ry.	Campbell to Almaden Jct.	9.12	
	S. P. C. Ry.	Felton to Boulder Creek	7.50	
nd				
	S. P. C. Ry.	College Park to Santa Cruz	34.77	
	S. P. R. R.	Santa Cruz to Davenport	11.91	
	S. P. R. R.	Lick to New Almaden	7.77	
	S. P. R. R.	Aptos to Loma Prieta	3.70	
	S. P. R. R.	Lompoc Jct. to Lompoc	10.36	
	S. P. R. R.	Mayfield to Vasona Jct.	16.27	
	S. P. R. R.	Del Monte Jct. to Lake Majella	19.56	
	S. P. C. Ry.	Newell Jct. to Newell Creek Mill	1.54	
	S. P. R. R.	Watsonville Jct. to SantaCruz	20.52	
n				
	S. P. R. R.	San Francisco to San Bruno	13.09	
n-				
	S. P. R. R.	Baden to San Bruno via South San Francisco	2.89	
	S. P. R. R.	Spreckels Jct. to Spreckels	2.82	
	S. P. R. R.	Carnadero to Tres Pinos	18.30	
anches				180.12
oast Division				547.27

T. AHERN,
Superintendent,
San Francisco.

E. R. ANTHONY,
Asst. Superintendent,
San Francisco.

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Horse Express	81,000		

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When westward trains

RATING OF LOCOMOTIVES—COAST DIVISION.

In M's. of 1,000 pounds back of Tender. Revised for June 8, 1913.

CLASS	ENGINE NUMBERS	Boiler Pressure	SAN FRANCISCO AND WATSONVILLE JCT. *SANTA MARGARITA TO WATSONVILLE JCT.	WATSONVILLE JCT. TO SANTA MARGARITA	SANTA MARGARITA TO SAN LUIS OBISPO	SAN LUIS OBISPO TO SANTA MARGARITA	SAN LUIS OBISPO AND SANTA BARBARA	
							THROUGH	LOCAL
E—69 18/24 59	1370, 1372 to 1375	150	1580	1380	.....	.....	.....	....
E—69 18/24 61	1376 to 1381	150	1560	1360	.....	.....	940	980
E—73 20/24 89	1433 to 1443	190	2315	2015	540	480	1320	1350
E—73 20/24 92	1445 to 1458							
E—62 18/26 62	1465, 1468, 1470, 1472, 1473, 1476 to 1479	160	1615	1405	405	360	935	1000
E—73 20/26 100	1526 to 1540	200	2635	2290	625	555	1500	1585
M—63 20/28 126	1615 to 1719	190	2985	2605	815	740	1765	1905
M—63 15½-26/28 144	1733, 1793	200	3295	2880	900	810	1950	2140
M—63 21/28 144	1799 to 1803	195	3460	3020	935	845	2040	2220
M—63 20/28 147	1804 to 1818	200	3105	2705	815	730	1815	1935
M—63 21/28 147	1819 to 1822	200	3460	3020	935	845	2040	2220
T—57 18/24 67	2033	140	1690	1475	440	395	990	1060
T—57 18/24 86	2134 to 2153	160	1940	1695	510	460	1135	1215
T—57 18/24 83	2154 to 2173							
T—57 18/24 87	2174 to 2183							
T—63 19/24 105	2221 to 2234	160	2005	1745	515	455	1160	1220
T—63 20/26 112	2235 to 2273	180	2680	2340	715	645	1575	1680
T—69 21/28 149	2283 to 2300	200	3275	2860	845	760	1905	2120
P—77 22/28 141	2400 to 2437	200	3185	2755	765	675	1820	2030
P—77 25/28 172-s	2453 to 2458	200	4130	3590	1015	905	2370	2500
C—57 22/30 187	2513 to 2599, 2752 to 2836	200	4115	3530	1145	1030	2420	2650
C—57 22/34 176	2620 to 2623	185	3990	3160	1140	1020	2320	2530
C—57 22/30 180	2624 to 2679	200	4135	3550	1165	1050	2440	2670
C—57 22/30 178	2680 to 2693							
C—57 22/30 184	2694 to 2751	200	4115	3530	1145	1030	2420	2650
TW—51 20-29/26 110	2945, 2948	180	2325	1800	620	540	1330	1455
TW—51 20/26 120	2933 to 2940	170	2800	....	....	....	....	....
TW—51 20/26 118	2949 to 2953							
A—84 15-25/28 110	3000 to 3009	200	2265	1965	480	420	1270	1325
A—81 20/28 105	3025 to 3071	200	2525	2190	545	480	1410	1485
Allowance for Empty and Under-Loaded Cars—Ms		Less than 40 Ms.	6	6	3	3	3	3
		40 to 50 Ms.	3	3	0	0	0	0
		More than 50 Ms.	0	0	0	0	0	0

*When Rating of Road Engine and Helpers from San Luis Obispo to Santa Margarita exceeds Rating of Road Engine from Santa Margarita to Watsonville Jct., Rating San Luis Obispo to Santa Margarita shall be used from San Luis Obispo to Watsonville Jct.

NOTE:—BOILER PRESSURE EXCEPTIONS { 1749 and 1799 carry 195 lbs.
2948 carries 170 lbs.

"SAFETY FIRST."
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"Best Way" and Become
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. WALTERS, Trainmaster, San Jose.
H. CURRAN, " San Luis Obispo.

I. J. ONYON, Chief Train Dispatcher, San Francisco.
L. C. GRAM, Assistant Chief Train Dispatcher, San Francisco.
G. MERRITT, Chief Train Dispatcher, San Luis Obispo.
J. E. EWALD, Train Dispatcher, San Francisco.
A. KELLER, " " " "
A. S. BRAINARD, " " " "
D. W. BROPHY, " " San Luis Obispo.
H. E. LEVERIDGE, " " " "
W. T. MASENGILL, " " " "

MILEAGE.

MAIN LINES.

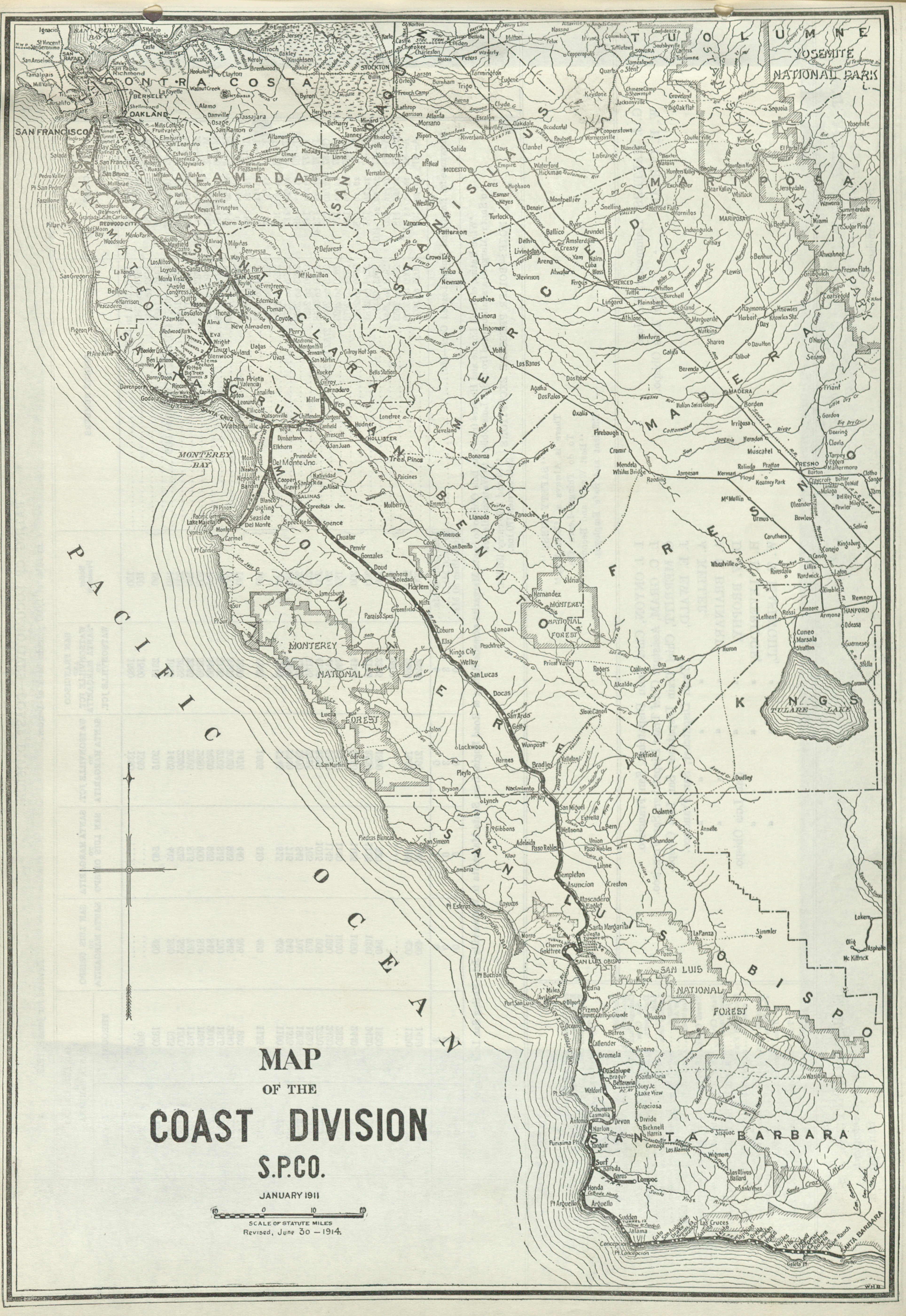
San Francisco to Santa Barbara	S. P. R. R.	365.46	
End Western Div. to San Jose	C. P. Ry.	.32	
End Western Div. to College Park	S. P. C. Ry.	1.37	
Total Main Line			367.15

BRANCHES.

Almaden	S. P. C. Ry.	Campbell to Almaden Jct.	9.12	
Boulder Creek	S. P. C. Ry.	Felton to Boulder Creek	7.50	
College Park and Sta. Cruz	S. P. C. Ry.	College Park to Santa Cruz	34.77	
Davenport	S. P. R. R.	Santa Cruz to Davenport	11.91	
Lick	S. P. R. R.	Lick to New Almaden	7.77	
Loma Prieta	S. P. R. R.	Aptos to Loma Prieta	3.70	
Lompoc	S. P. R. R.	Lompoc Jct. to Lompoc	10.36	
Los Altos	S. P. R. R.	Mayfield to Vasona Jct.	16.27	
Monterey	S. P. R. R.	Del Monte Jct. to Lake Majella	19.56	
Newell Creek	S. P. C. Ry.	Newell Jct. to Newell Creek Mill	1.54	
Santa Cruz	S. P. R. R.	Watsonville Jct. to SantaCruz	20.52	
San Fran.—San Bruno	S. P. R. R.	San Francisco to San Bruno.	13.09	
South San Francisco	S. P. R. R.	Baden to San Bruno via South San Francisco	2.89	
Spreckels Spur	S. P. R. R.	Spreckels Jct. to Spreckels	2.82	
Tres Pinos	S. P. R. R.	Carnadero to Tres Pinos	18.30	
Total Branches				180.12
Total Coast Division				547.27

T. AHERN,
Superintendent,
San Francisco.

E. R. ANTHONY,
Asst. Superintendent,
San Francisco.


PACIFIC OCEAN
MONTEREY BAY
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
SAN JOAQUIN
STANISLAUS
TUOLUMNE
MARIPOSA
MERCED
MADERA
FRESNO
SAN BENITO
MONTEREY
KINGS
SAN LUIS OBISPO
SANTA BARBARA
YOSEMITE NATIONAL PARK
YOSEMITE NATL. PARK
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
TULARE LAKE
SAN FRANCISCO
OAKLAND
BERKELEY
RICHMOND
STOCKTON
MODESTO
MERCED
MADERA
FRESNO
HANFORD
SAN JOSE
SANTA CRUZ
WATSONVILLE
HOLLISTER
SALINAS
MONTEREY
PASO ROBLES
SAN LUIS OBISPO
LOMPOC
SANTA BARBARA
Pt. Concepcion
Pt. Arguello
Pt. Sur
Pt. Pinos
Pt. Buchon
Pt. Sal
Piedras Blancas
Tracy
Gilroy
Soledad
King City
San Miguel
Templeton
Santa Margarita
Guadalupe
Surf
Gaviota
Coalinga
Los Banos
Livermore
Niles
Palo Alto
Redwood City

MAP
OF THE
COAST DIVISION
S.P.CO.

JANUARY 1911

SCALE OF STATUTE MILES

Revised, June 30 – 1914.